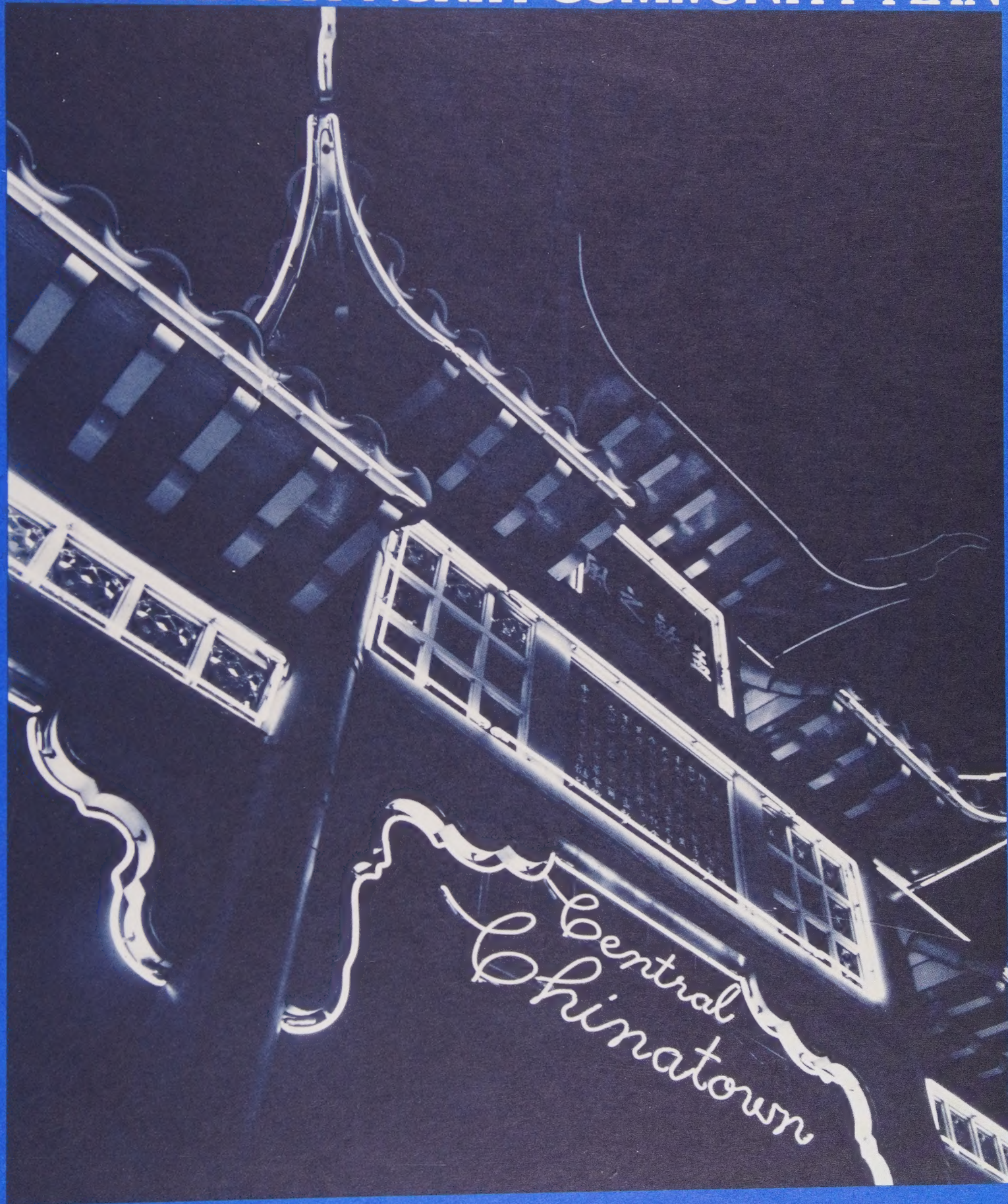


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CENTRAL CITY NORTH COMMUNITY PLAN



A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
CITY PLANNING
221 N. FIGUEROA STREET
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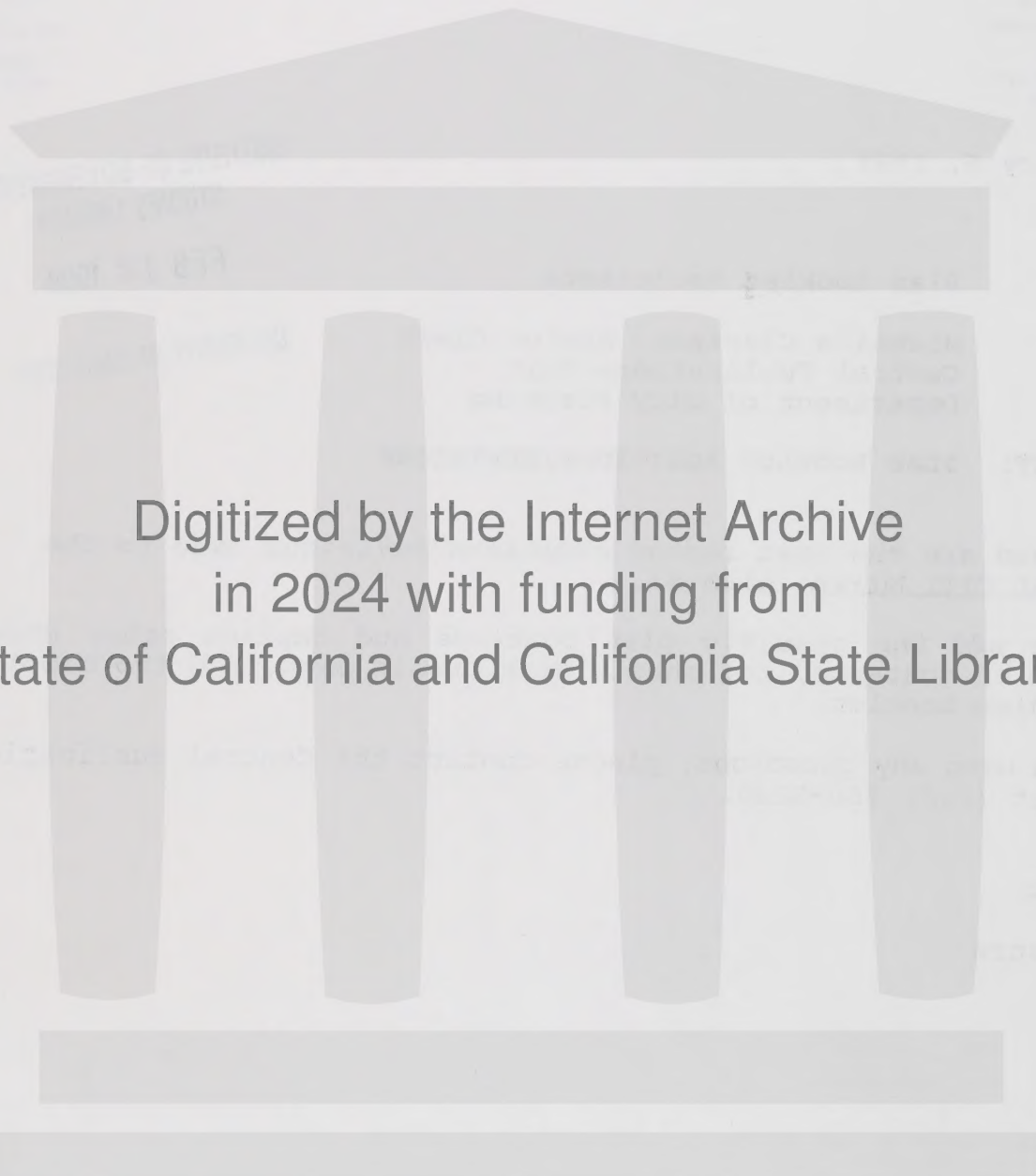
Enclosed are the most recent additions/revisions made to the
CENTRAL CITY North plan(s).

Please add the specific plan portions and replace other sheets
(table of contents, log sheet, back credit page, and two maps) to
your plan booklet.

If you have any questions, please contact the Central Publications
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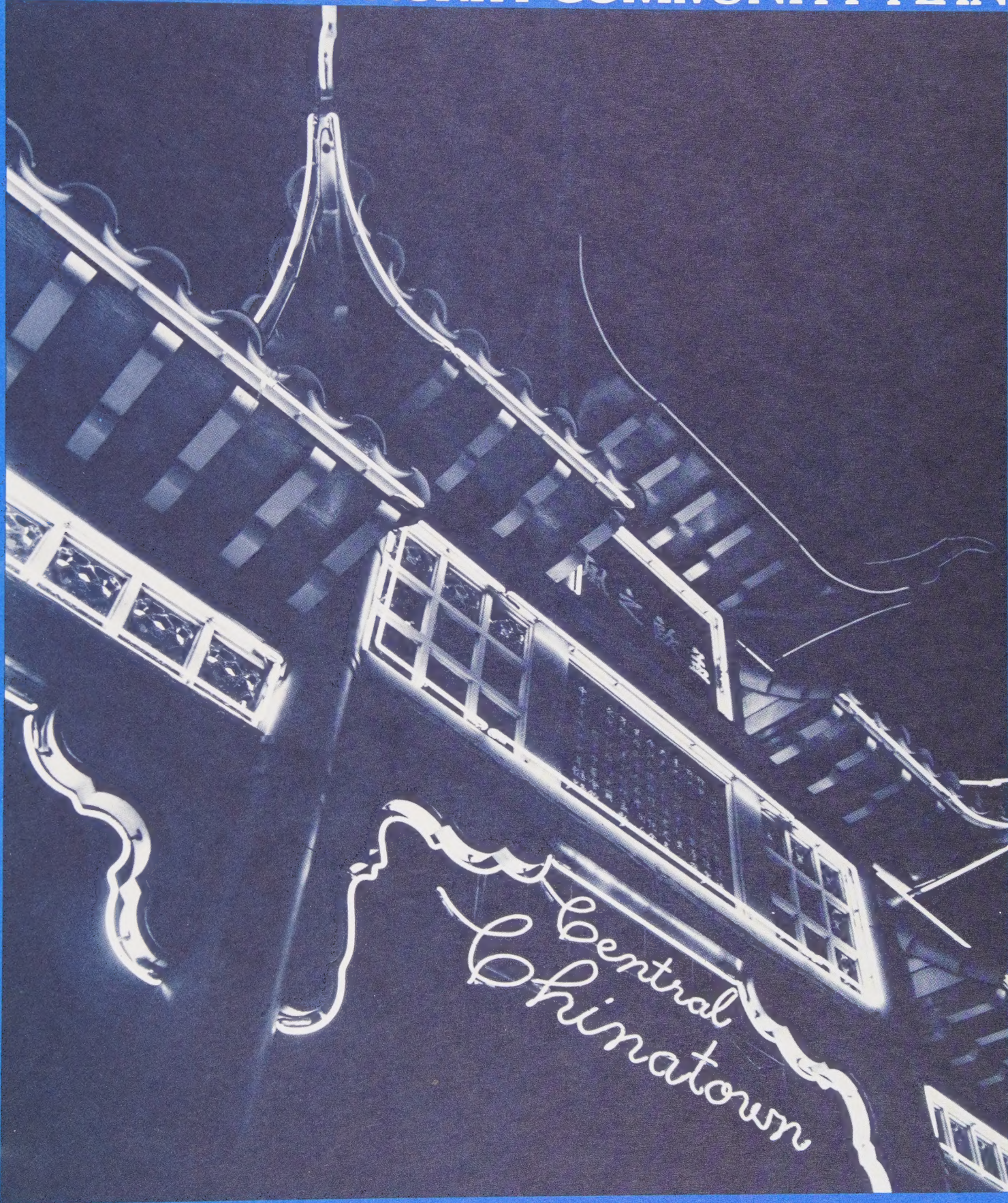


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CENTRAL CITY NORTH COMMUNITY PLAN



A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES



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CENTRAL CITY NORTH COMMUNITY PLAN



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* This document is a reformat of the Community Plan as it formerly appeared in the broadside format. The maps reflect the broadside subsequently amended by the General Plan/Zoning Consistency Program (AB283), Periodic Plan Review and any other amendments. The text is essentially the same as the originally adopted Plan.

PLAN AMENDMENTS DATE LOG

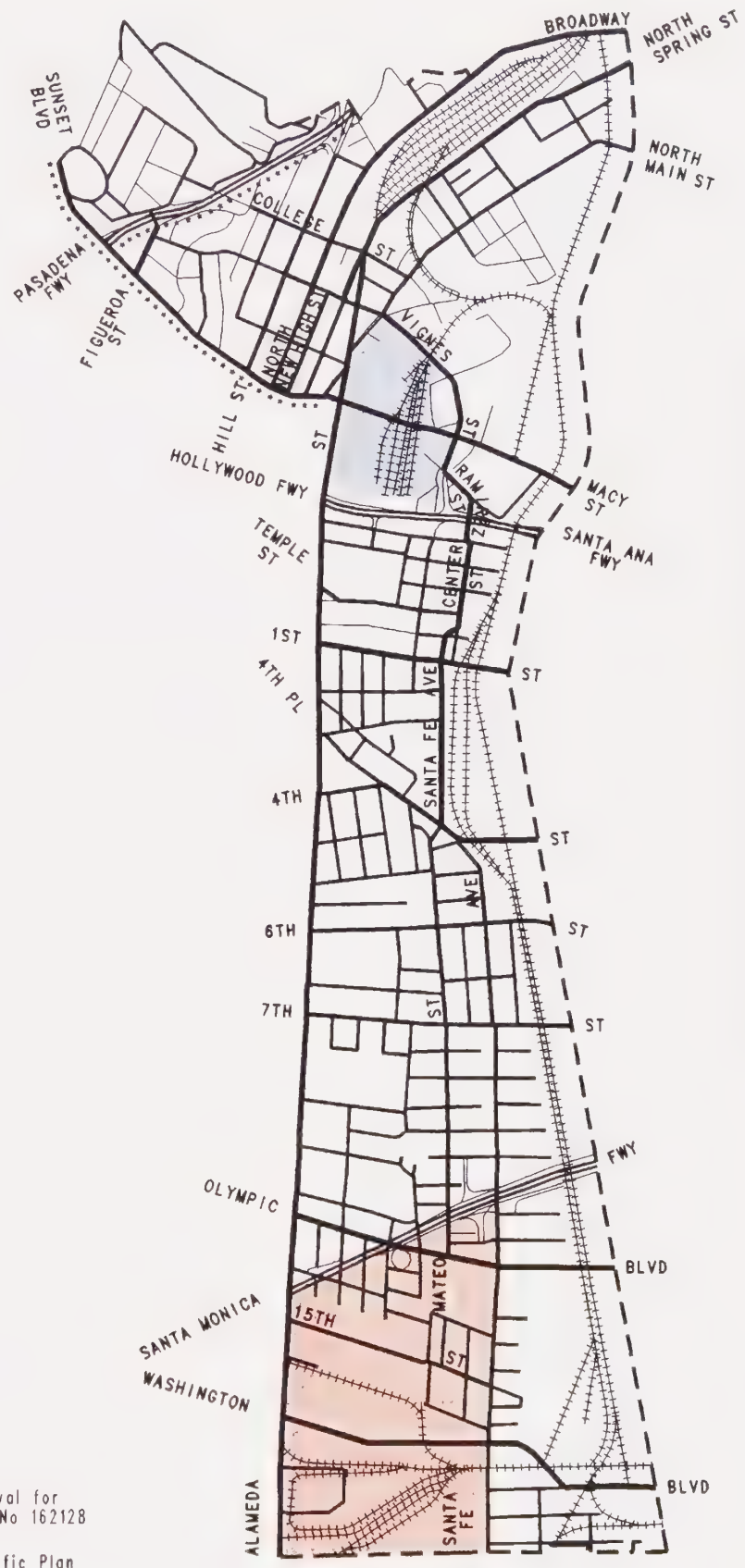
CENTRAL CITY NORTH PLANS

Adopted by City Council

February 5, 1985

C.F. 84-1717


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SPECIFIC PLAN AREA
FOR DETAILS REFER TO:

- Conditional Use Approval for
Sale of Alcohol Ord No 162128
- Alameda District Specific Plan
Ord No 171139

CENTRAL CITY NORTH GENERALIZED CIRCULATION


 N
 NOT TO SCALE



NOT TO SCALE

CENTRAL CITY NORTH GENERALIZED LAND USE

The Central City North Community Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying maps.

The policies and programs in this Plan are intended to provide direction and a course of future action for the City and its Departments. The Plan is not intended to mandate the City or its various Departments to commence any new programs which may require the expenditure of man hours or funds. Any such actions called for in this Plan requiring additional funding must be brought to the Council through the budgetary process.

PURPOSES

USE OF THE PLAN

1. The General Plan, as adopted by the City Council, is the guide to the intended future development of the City of Los Angeles.
2. The Concept and Citywide Plan portions of the General Plan set forth general policies, including the broad patterns of the Land Use, Circulation, and Service Systems Elements of the General Plan, on a long range and intermediate range basis, respectively.
3. This Plan supplements the Citywide Plan by providing more specific policies and more detailed patterns of intended development for this geographical area which are impractical to include in the Citywide Plan because of its broader scope.
4. For the Mayor, the City Council, and the City Planning Commission; the various City Departments; and other governmental agencies and jurisdictions, this Plan provides a reference to be used in connection with their actions on various City development matters as required by law.
5. For residents, property owners and businessmen of Central City North and for private organizations concerned with civic betterment, the Plan provides a reference for the planning and implementation of private and civic improvements.
6. The "Programs" section of this Plan provides a general reference to its implementation and to the preparation of the various more detailed

studies and reports necessary to the implementation of the various components of the Plan.

7. This Plan is **not** an official **zone map** and does not imply any right to a particular zone for any specific property. Changes of zone are considered under a procedure established under the Los Angeles Municipal Code subject to various requirements set forth therein, including consideration of their relation to and effect upon the General Plan.
8. This Plan shows land uses projected as much as 20 years into the future. Some of the designated land uses may not be needed for many years. Zoning to accommodate such land uses should be established only at such time as public necessity, convenience, general welfare and good zoning practice require.
9. This Plan is subject to review and amendment, in a manner prescribed by law, to reflect changes in circumstance.

OBJECTIVES OF THE PLAN

1. To coordinate the development of Central City North with that of Central City, other parts of the City of Los Angeles, and the metropolitan area.
2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 1995.
3. To make provision for housing as required to satisfy the varying needs and desires of all persons who choose to reside in the Community, maximizing the opportunity for individual choice.
4. To encourage the preservation and enhancement of the varied and distinctive character of the Community and its landmarks.
5. To promote economic well-being and public convenience through:
 - a. allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on sound planning principles and standards.
 - b. designating land for industrial development

that can be so used without substantial detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose.

- c. reinforcing viable functions and facilitating the renewal or rehabilitation of deteriorated and under-utilized areas.
6. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.
7. To encourage a balanced circulation system coordinated with planned land uses and densities that can accommodate anticipated travel demands.
8. To strongly encourage open space for recreational uses, and to promote the preservation of views, natural character and topography of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.
9. To establish an atmosphere of cooperation and participation among businesses, citizen groups and public agencies in the implementation of the Plan.
10. To provide local job opportunities for inner-city residents.
11. To upgrade and stabilize existing industrial uses.
12. To provide opportunities for industrial firms to locate their operations in an attractive, safe and economically sound environment, and convenient to transportation facilities.

POLICIES

This Plan for the Central City North Community is a part of the Los Angeles General Plan, which proposes a series of major Centers having high density residential and commercial uses at locations throughout the City connected by a transit system and separated by low density residential development and open spaces.

Many of the features of the Plan may be dependent on the relocation of rail lines in the area; there is, therefore, a need to determine the feasibility of relocating these lines; this should be done in conjunction with the Specific Plan Studies proposed in the Plan.

1. Central City North is intended to be a community closely tied to Central City, yet maintaining its unique character. The following functions are emphasized:
 - A major specialized shopping and entertainment area serving the region;
 - The focal social, cultural and religious community for the region's Chinese population;
 - A compact residential area;
 - An important industrial area that produces a variety of goods and services while employing metropolitan residents;

- A primary location for City and County services facilities;
 - A primary freight and passenger railroad operations area.
2. Within the framework of an overall design, this Plan proposes achievement of its goals and objectives by:
 - Stabilizing the various functional areas by correcting the negative influences of deteriorating development and under-utilization of land;
 - Establishing a viable land use mix, including amenities compatible with residential, commercial and industrial uses;
 - Encouraging excellence in urban design;
 - Providing access to and mobility within the community.
 3. This section highlights proposed changes in each of the seven neighborhoods or areas identified during preparation of the Plan as differing in general land use and function. The Neighborhood Map indicates the location of each of the areas. Major proposals for the neighborhoods are as follows:
 - a. Figueroa Terrace Neighborhood - The major emphasis in this area is the conservation and rehabilitation of the existing housing stock. New development in vacant hillside areas should be compatible with the existing and assured street circulation system, steepness of topography and availability of public services.
 - b. Alpine Hill Neighborhood - Further development of this compact residential area should be paralleled with provision of a neighborhood park, community facilities and housing for the elderly.
 - c. Chinatown Neighborhood - Emphasis in this specialized regional shopping area will be on strengthening its linkages with the nearby residential community and the tourist-oriented areas of Central City and extensive expansion to the east.
 - d. North Industrial Area - Industrial activities and railroad yards are proposed to remain the major land use in this area.
 - e. Government Support Area - Additional development of government facilities in this area is proposed. Facilities include the City's Piper Technical Center, the County Jail, County Sheriff's Headquarters, the Department of Water and Power and the Post Office. This area also includes the Union Station area which is proposed to be redeveloped to accommodate tourist-oriented commercial and cultural facilities, and a transportation center combining a wide variety of rail and bus servings. A broad pedestrian plaza is proposed to connect the old Plaza with the Union Station Area.
 - f. Little Tokyo East Area - Land uses proposed for this area which is an expansion of Little Tokyo in the Central City area, include

industrial activities and government facilities of an industrial or service character. Residential uses will also be considered under a Specific Plan Study.

- g. South Industrial Area - Fabrication, warehousing and distribution are proposed to remain the predominant industrial activities in this area. Improved access to the area via the Industrial Transportation Corridor is proposed.

LAND USE

The Central City North Community Plan has been designed to accommodate the anticipated growth in population and employment of the community to the year 1995. Land uses and their intensities should be generally as designated on the Plan Map, and shall be controlled through the establishment of zone classifications and height districts consistent therewith. Land should not be developed to such intensities that the traffic generated will exceed the capacity of the circulation system or be detrimental to the environment. In appropriate cases, controls other than zoning may be utilized, in particular, Specific Plans (pursuant to Section 97.1 of the City Charter) and redevelopment plans (pursuant to California State law).

Commerce

1. The commercial uses indicated in this Plan are based on the Community's function as a specialized regional shopping area and tourist attraction as well as community needs.
2. Land should be made available for commercial use in accordance with this Plan through zoning and other appropriate City actions, as the need develops.
3. Acreages and capacities of commercial zoning should be kept in balance with the ability of the City and other public agencies to provide transportation and public service facilities capable of meeting the demand imposed by new development.

Housing

1. The main concentration of housing in Central City North shall be located in the Figueroa Terrace and Alpine Hill neighborhoods.
2. The Plan provides a housing capacity for approximately 17,745 people, which is adequate to house the 1995 projected population of 11,500. In addition, the Plan provides an institutional capacity for 5,600 persons.
3. Approximately 21 acres are designated for Low-Medium II density housing, 53 acres for Medium density housing, and 59 acres for High-Medium density housing, allowing a maximum capacity of approximately 17,745 persons.
4. The 18-acre William Mead Public Housing Project, which houses approximately 1,600 people, should be phased out and the residents relocated in subsidized housing by the City Housing Authority.

5. This Plan encourages the development of new dwelling units through its implementation programs. In addition to those new dwelling units developed within areas designated for housing on the Plan Map, development of new and rehabilitated dwelling units within blocks and buildings designated for commercial use should be encouraged.
6. The Plan encourages the provision of facilities and amenities, such as recreation areas, playgrounds, child care centers and park areas in conjunction with housing units, to attract the variety of families and individuals which will produce a vital, varied Central City North.

Industry

1. The Plan proposes a total of 1,561 acres for industrial use. The South Industrial Area is designated for heavy industry, while the North Industrial Area is designated for light industry. The area between North Main Street and Ducommon Street, which is identified for government support activities, is designated for light industry, heavy industry and commercial manufacturing.
2. Lands designated for industrial uses are located on a Citywide basis without regard to the boundaries of individual communities, under the principle that such employment should be available within a reasonable commuting distance from residential areas.
3. The major types of industrial facilities occupying the area, especially transportation operations, warehousing, distributing and food processing, should be retained and expanded.
4. The industrial area should be upgraded by construction of new industrial facilities and rehabilitation or replacement of obsolete structures; its upgrading may require improvement of the street and rail pattern and land assembly to provide adequate sites for existing and new industries.
5. Public actions for physical upgrading of the industrial area should include code enforcement as well as improvements of streets and public facilities.
6. Consideration should be given to appropriate incentives necessary to retain existing and attract new industrial firms to the area.

Circulation

Both concern for the environment and the rising cost and shortage of energy make it imperative that the Community make more efficient use of its transportation systems.

Freeways, Highways and Streets

1. The Major and Secondary Highways indicated on the Plan Map comprise an integral part of the Highways and Freeways Element of the General Plan. The standards and criteria set forth in the Highways and Freeways Element of the General

Plan are applicable.

2. A number of modified street alignments that eliminate jogs or connect discontinuous streets are shown on the Plan Map. Further studies will be necessary to determine phasing and exact alignments.
3. In response to a need for improved north-south truck access to the Community's industrial areas, the Plan includes a transportation corridor connecting the Golden State Freeway north of the Community with the Santa Monica Freeway to the south. Further study of future transportation needs and possible alternative solutions are necessary. These studies should be conducted with participation from the local community, elected officials and City, County, Regional and State agencies.
4. More efficient use of the private automobile through increased occupancy (carpooling) should be encouraged.

Public Transportation

1. Improvements to the public transportation system should be encouraged as a means of reducing the environmental impact of the present transportation system which is based chiefly on the private automobile. (Detailed planning, construction and operation of the public transportation system are the responsibility of the Southern California Rapid Transit District.)
2. People movers (auxiliary grade separated transit systems) are proposed by the City in the adjacent Central City Community Plan to connect its major nodes, to act as a circulation distribution system, and to serve peripheral parking facilities. These functions are presently performed by the mini-bus system. This Plan proposes that people mover lines from Central City be extended to nodes of intense development in Central City North, if found appropriate.
3. Union Station is an under-utilized facility that provides intercity rail service. The Plan proposes that these passenger railroad operations be housed in a reduced portion of the station or in a transportation center and that they be coordinated with other transportation systems.

Pedestrian Circulation

1. Provision for pedestrian movement should be included in major developments in the Plan area.
2. The existing street level pedestrian facilities are intended to be a major component of the Community circulation system.
3. Major pedestrian areas should be connected by grade separated walkways across heavily used streets where possible.

Parking

1. Parking facilities should be located on the periphery of pedestrian facilities where possible.
2. Parking structures constructed within the

Chinatown Neighborhood and Government Support Area should, where possible, include other land uses in the facility, such as retail stores at the street level or recreation areas on roofs.

3. Government parking facilities should, where practical, be operated during evening hours and weekends to minimize the need for additional new parking facilities.
4. Parking facilities should be encouraged to provide reduced rates and preferential locations to higher occupancy private automobiles.

Bikeway System

1. Provision should be made for the movement of bicycles within Central City North as part of a Citywide bikeway system.
2. Placement of bike racks should be encouraged at appropriate locations in Central City North for use by bicycle riding residents, employees and business patrons.

SERVICE SYSTEMS

The public facilities proposed by this Plan are to be developed in substantial conformance with standards for need, site area, design, and general location expressed in the Service Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

1. The Service Systems Element of the Central City North Plan is an integral part of the Citywide Service Systems Element of the General Plan, which consists of various technical elements for the City's public facility and utility systems.
2. Standards for service systems set forth in the Service Systems Element of the General Plan are, in general, applicable to Central City North. However, the special needs of this area may require variation of these standards in special cases.
3. The Plan proposes, with the consent of the Los Angeles Board of Education, use of existing school facilities for public recreation after school hours and on weekends.
4. Consideration should be given to the use of the public school facility serving the William Mead Housing Project for school administrative purposes when the housing project is phased out.
5. Adequate service by public facilities and utilities is essential to the anticipated revitalization and growth of Central City North. New development must be kept fully in balance with such services, and should be prohibited in any area unless and until they are available.
6. The Cultural and Historical Monuments technical element of the General Plan designates landmark buildings, places or building sites in Central City North as worthy of

preservation because of their historic or architectural significance. All have been declared Cultural and Historical Monuments by the City Cultural Heritage Board. The Plan Map indicates monument locations.

7. Other public facilities and utilities should be provided on a phased basis as shown on the Plan Map and as set forth in the Programs Section of this Plan. The symbols on the Map indicate that a facility should be located somewhere within that neighborhood or area, but do not designate actual locations. Further studies will be necessary to determine appropriate sites.

PROGRAMS

These programs indicate the general actions needed to implement the Central City North Plan. More detailed actions will be described in the implementation report and plans that will be prepared by the Planning Department and other City departments and public agencies.

The following implementation activities are essential to the achievement of the Central City North Plan:

1. Phasing of public improvements in Central City North and in other parts of the City must be fully coordinated in accordance with the Circulation and Service Systems Elements of the General Plan, and is dependent on needs and constraints.
2. Cooperation between public and private sectors must be sought in order to balance private development with the availability of public services so as to assure functional efficiency and environmental design quality.
3. Public improvements of benefit to specific geographical and/or economic sectors of Central City North should have an appropriate share of their development costs borne by the benefitting users. To the extent possible, the costs of public facilities should be made self-liquidating by means of revenue bonds.
4. Where appropriate, local investors should be encouraged to pool their resources by means of local development corporations or similar entities.
5. A program should be developed in cooperation with private enterprise for the consolidation of ownerships, vacation of streets, expansion of service systems, etc. The purpose is to recycle obsolete areas for industrial park use.

LAND USE ELEMENT IMPLEMENTATION

Implementation of the Central City North Plan requires the use of programs and actions involving both the Community as a whole and local neighborhoods.

1. Several general types of public actions are available for the implementation of the land uses proposed by the Plan, such as:
 - conventional zoning controls of land uses, building bulk (height district), residential densities and building setbacks;

- controls supplemental to zoning through the establishment by ordinance of Specific Plans as authorized under Section 97.1 of the City Charter; and
 - establishment of community redevelopment projects in appropriate areas, the redevelopment plans to designate appropriate land use and intensity controls within the framework of the Plan.
2. In order to direct future development of private property toward implementation of this Plan, changes in zoning are necessary. The City can initiate redesignation of land to zones appropriate to the Plan; or property owners, under the procedures established by the City Charter and Municipal Code, may request such a change.

CIRCULATION ELEMENT IMPLEMENTATION

1. Planned highway widening and improvements are required in connection with private development under the "R3 Ordinance". The remainder should be financed through gas tax funds and other public sources, to the extent funds are available, or through the redevelopment process within any redevelopment projects.
2. Any improvement of the College Street-Stadium Way connection, including the proposed Stadium Way overpass over the Pasadena Freeway, as shown on the Highways and Freeways Plan, is contingent upon the actual or assured improvement (land-acquired and money provided) of the new alignment of Stadium Way between Elysian Park Avenue and Academy Road as indicated in the Elysian Park Master Plan of Development. If and when the new alignment is complete, the present alignment of Stadium Way between Elysian Park Avenue and Academy road should be barred to through traffic other than ingress and egress to Barlow Hospital.
3. Central City North transit facilities should be implemented as a part of a metropolitan-wide transit system. Although transit construction and operation are the responsibility of the Southern California Rapid Transit District, development of the system will require the full cooperation of Los Angeles City as well as Los Angeles County and various other cities in the region.
4. Studies of alternative transportation systems which detail circulation patterns within the Central City Community should include linkages between Central City nodes and those located in the Central City North Community.
5. Implementation methods for pedestrian facilities could include: Specific Plans requiring their provision as a condition of issuance of building permits, incorporation in redevelopment projects, and assessment district proceedings.
6. Bus routes should be monitored and modified by the Southern California Rapid Transit District as required to meet future service demands and

plan implementation needs.

SERVICE SYSTEMS ELEMENT IMPLEMENTATION

1. The Plan Map indicates proposed new public facilities to be provided within Central City North.
2. Proposed public facilities should be provided only as they are needed. Implementation methods include financing through the capital improvements budget and through the community redevelopment process.

INITIAL PROGRAMS FOR PLANNING AREAS

These programs indicate, in general, those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

1. **Figueroa Terrace**
 - Establish controls over land use and intensity of development through zone changes, Specific Plans and/or redevelopment plans.
 - Initiate an amendment to Section 12.21-A, 4(p) of the Municipal Code to exclude the Figueroa Terrace area from reduced parking requirements.
 - Develop a neighborhood park as land and funds become available.
 - Study the feasibility of providing a demand/response or fixed route mini-bus service to community.
2. **Alpine Hill**
 - Establish controls over land use and intensity of development through zone changes, Specific Plans and/or redevelopment plans.
 - Improve the bus service as needed.
 - Improve local circulation by means of street widening, on-street parking bans, and/or increased off-street parking requirements.
 - Provide additional neighborhood parks and improve the existing recreational center.
 - Encourage the State of California to widen the Pasadena Freeway in the vicinity of the College Street bridge and urge cooperation with the State in designing and constructing the Stadium Way-College Street bridge and approaches.
 - Determine appropriate locations for senior citizens housing and an associated community center.
3. **Chinatown**
 - Establish controls over land use and intensity of development through zone changes, Specific Plans, and/or redevelopment plans.
 - Determine the appropriate routes and type of service for transportation linkages in conjunction with any study of the Central City district circulation pattern.
 - Encourage the provision of off-street parking in multi-use, extended hours structures that can be converted to other uses as public transportation access improves.
4. **North Industrial**
 - Establish controls over land use and intensity of development through zone changes, Specific Plans and/or redevelopment plans.
 - Determine if railroad route changes and

additional highway changes to facilitate redevelopment can be implemented.

5. **Government Support**
 - Establish controls over land use and intensity of development through zone changes, Specific Plans and/or redevelopment plans.
 - Initiate study of alternatives within the Industrial Transportation Corridor.
 - Study the feasibility of conversion of the main portion of Union Station into a Latin-American cultural-commercial center.
 - Determine if the land use patterns, railroad route changes, and additional highway changes to facilitate redevelopment can be implemented.
 - Continue to explore development of a permanent historical cultural tourist attraction in the Chinatown/Union Station area, possibly spearheaded by utilization of the area for a major exposition.
6. **Little Tokyo East**
 - Establish controls over land use and intensity of development through zone changes, Specific Plans and/or redevelopment plans.
 - Determine if the railroad route change and additional highway changes to facilitate redevelopment can be implemented.
7. **South Industrial**
 - Establish controls over land use and intensity of development through zone changes, Specific Plans and/or redevelopment plans.
 - Encourage continued development of the area for industrial activities.

PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan.

1. **Design:** Requirement that all new and rebuilt public and private facilities observe improved site design standards.
2. **Signs:** Improvement of billboard and other commercial sign controls
3. **Buffer Strip Zoning:** Separation of incompatible uses (particularly residential from industrial and freeways) by some form of buffering, preferably of a type which could also serve for recreational, park or other purposes.
4. **Vertical Zoning:** Provision for residential use of the upper floors of high-rise structures, or other appropriate combinations of uses.
5. **Industrial Park:** Special regulations and requirements for industrial developments, including requirements for landscaped setbacks.

PRIVATE PROGRAMS

Community Improvements

Citizen groups are encouraged to undertake private actions for community improvements, such as:

1. Initiation by property owners and merchants of programs to encourage use of off-street parking facilities serving adjoining shopping areas.
2. Developing pedestrian malls where they are

desirable and feasible.

3. Promoting street tree planting programs.
4. Sponsoring clean-up and beautification programs to improve the general environment.

Organizations for Citizen Involvement

A key factor in implementation of the plan is the participation of major employers and land owners through established business organizations or specially created new organizations.

Equally important is the continued involvement of social welfare agencies, church groups, and other organizations concerned with the amelioration of social and human problems, especially with respect to the needs of young people and senior citizens.

It is also essential that businesses, property owners, and residents who may not be represented by any organization actively support and participate in the effort to implement the Plan, acting either through one or more organized groups and/or as individuals.

SPECIFIC PLANS

Specific Plan studies should be undertaken in the following areas, when authorized by the City Council. The Studies are interrelated in that proposals in one area affect each of the other areas; therefore, these studies should be prepared in an integrated manner and considered simultaneously.

1. Chinatown, in the area generally bounded by Sunset Boulevard, Yale Street, Alpine Street, Cleveland Street, College Street, the Pasadena Freeway, Bernard Street extended and Main Street. Consideration should be given to the following:
 - a. Railroad relocation
 - b. Improved street pattern
 - c. Commercial expansion
 - d. Parking distribution
 - e. Pedestrian circulation
 - f. Community facilities: expanded recreation areas, multi-purpose service center, cultural center and library.
 - g. Adjoining higher density housing, including senior citizen housing.
2. Union Station, a portion of the Government Support area in the area generally bounded by Alameda Street, Vignes Street, Macy Street, the Los Angeles River and Ducommon Street. Consideration should be given to the following:
 - a. A proposed transportation center and its approaches (vehicular and pedestrian) and relationship to the Piper Technical Center and the potential commercial development south of the Santa Ana Freeway.
 - b. Relationship of the possible tourist-oriented commercial and cultural facilities on the west side of the Pueblo de Los Angeles.
- e. Little Tokyo East, in the area generally bounded by Third Street, Alameda Street, Ducommon

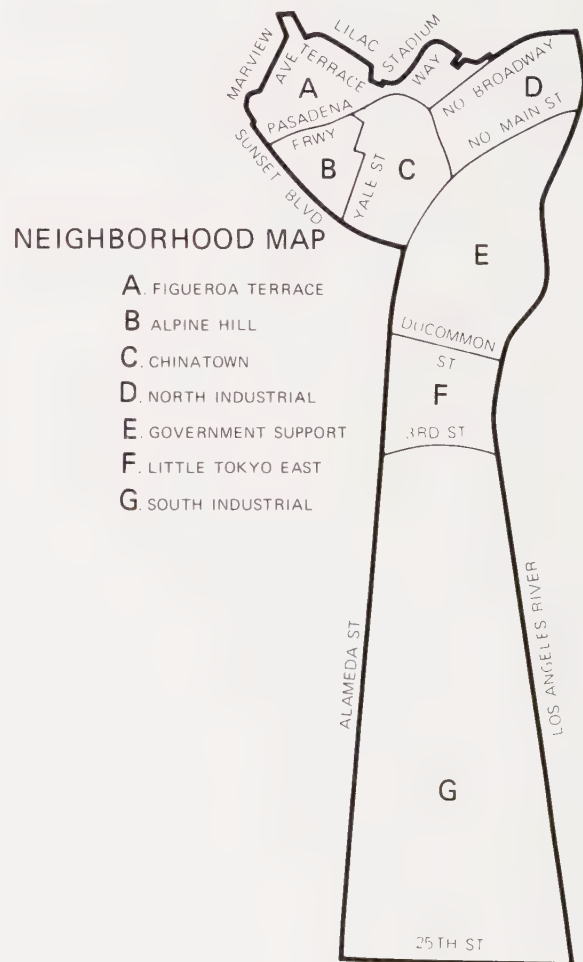
Street and the Los Angeles River Channel.

Consideration should be given to the following:

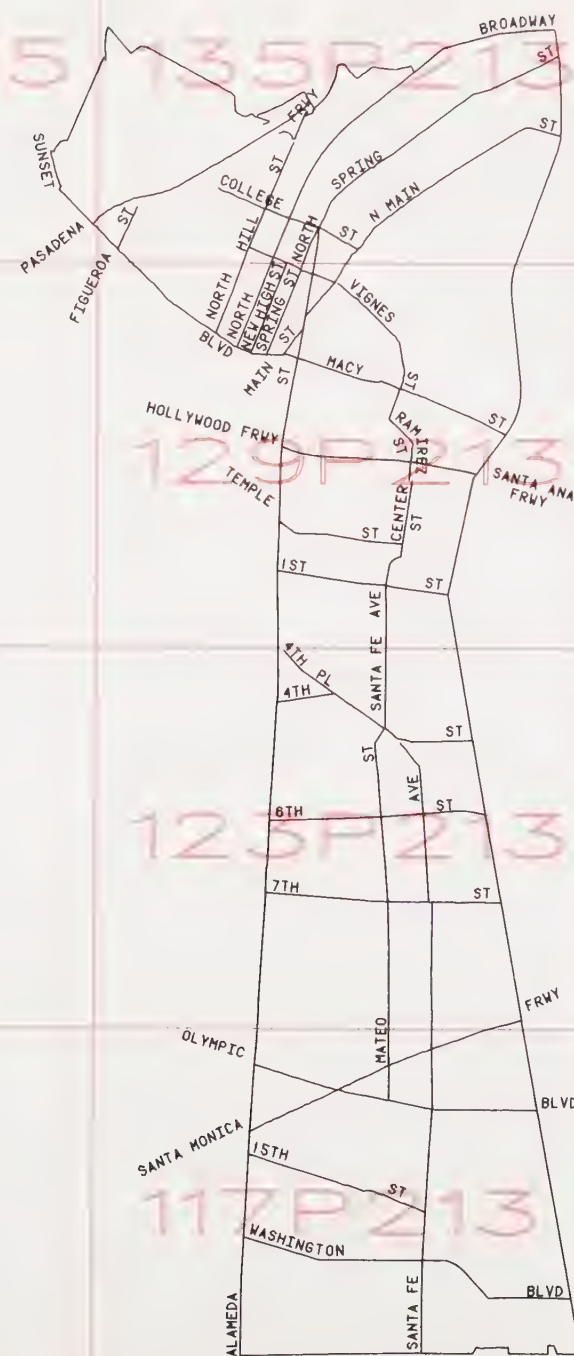
- a. Relocation of the Alameda Street rail line and the various alternatives relating thereto, including the possible location within the South Industrial area.
- b. Retention and protection of Maryknoll School.
- c. Encouragement of new land uses along First Street and Second Street oriented to Little Tokyo.

FUTURE STUDIES

The industrial portion of the Community should be examined as part of an overall Central Area Inner City Industrial Study with the objective of determining the best means of retaining present industrial firms and attracting new ones, taking into account the various public and private actions that might be necessary.



135P205 135P213

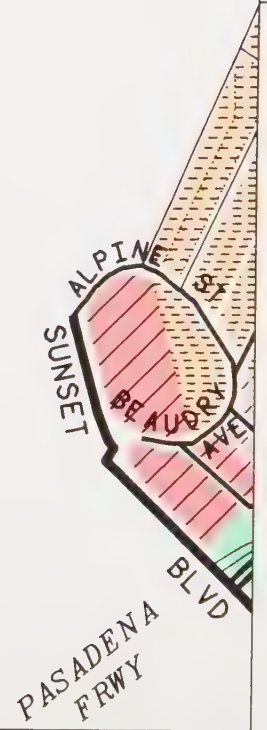


CENTRAL CITY
NORTH
INDEX MAP



NOT TO SCALE

SILVER LAKE - ECHO PARK DISTRICT



SEE MAP 135P213

SILVER LAKE -ECHO PARK DISTRICT

INDUSTRIAL
TRANSPORTATION
CORRIDOR

NORTHEAST LOS ANGELES DISTRICT

SEE MAP, 135P205

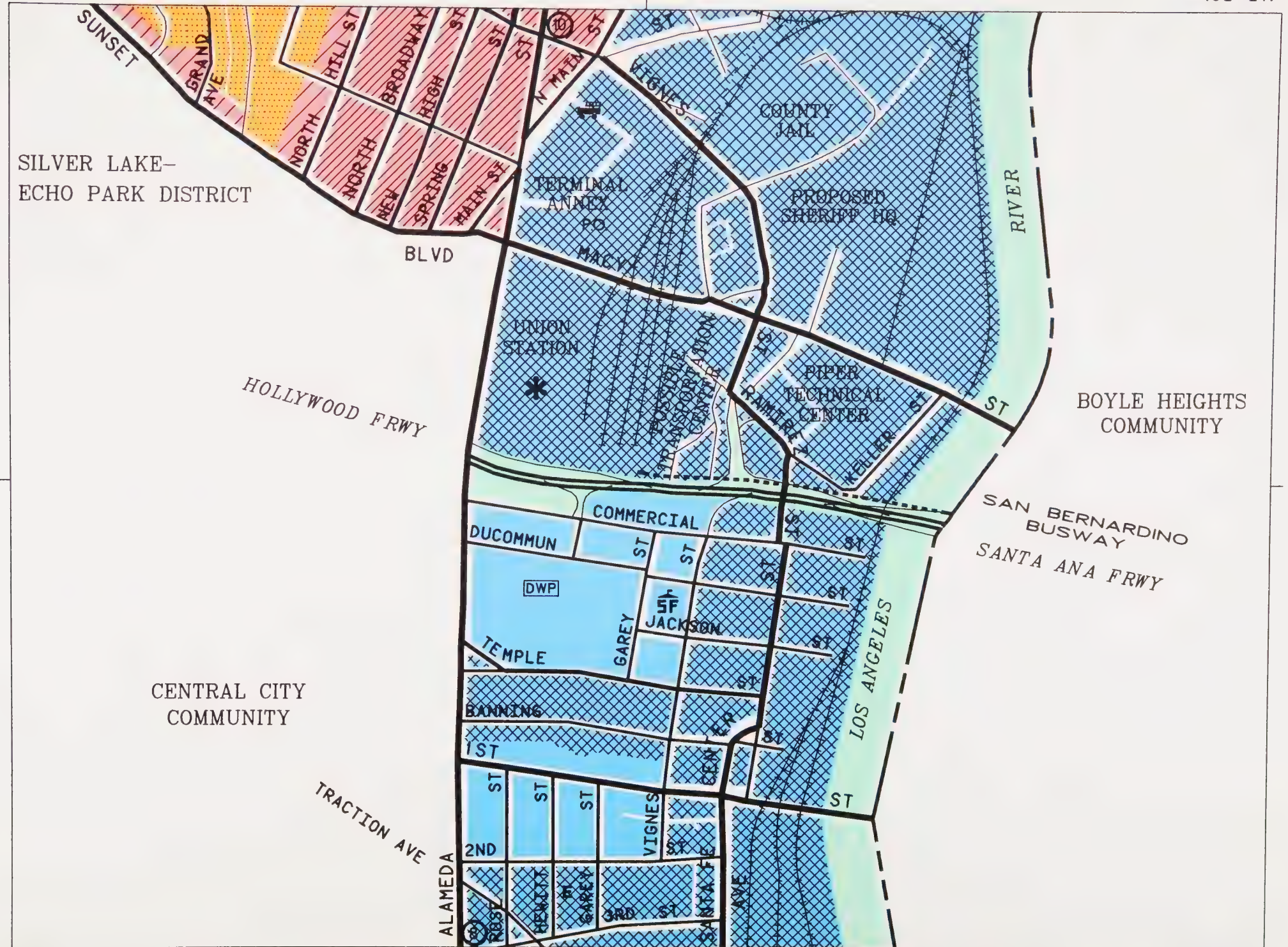
This is a detailed, color-coded map of the Los Angeles area, showing various streets, landmarks, and geographical features. The map includes labels for major roads like Stadium Frwy, Broadway, and Los Angeles. It also shows local streets such as Lilac, Ravine Pl, and Hill St. Key landmarks like the Los Angeles River and the Los Angeles Coliseum are marked. The map is divided into colored regions: yellow for residential areas, green for parks, blue for water bodies, and red for industrial zones. A scale bar at the bottom indicates distances in miles.

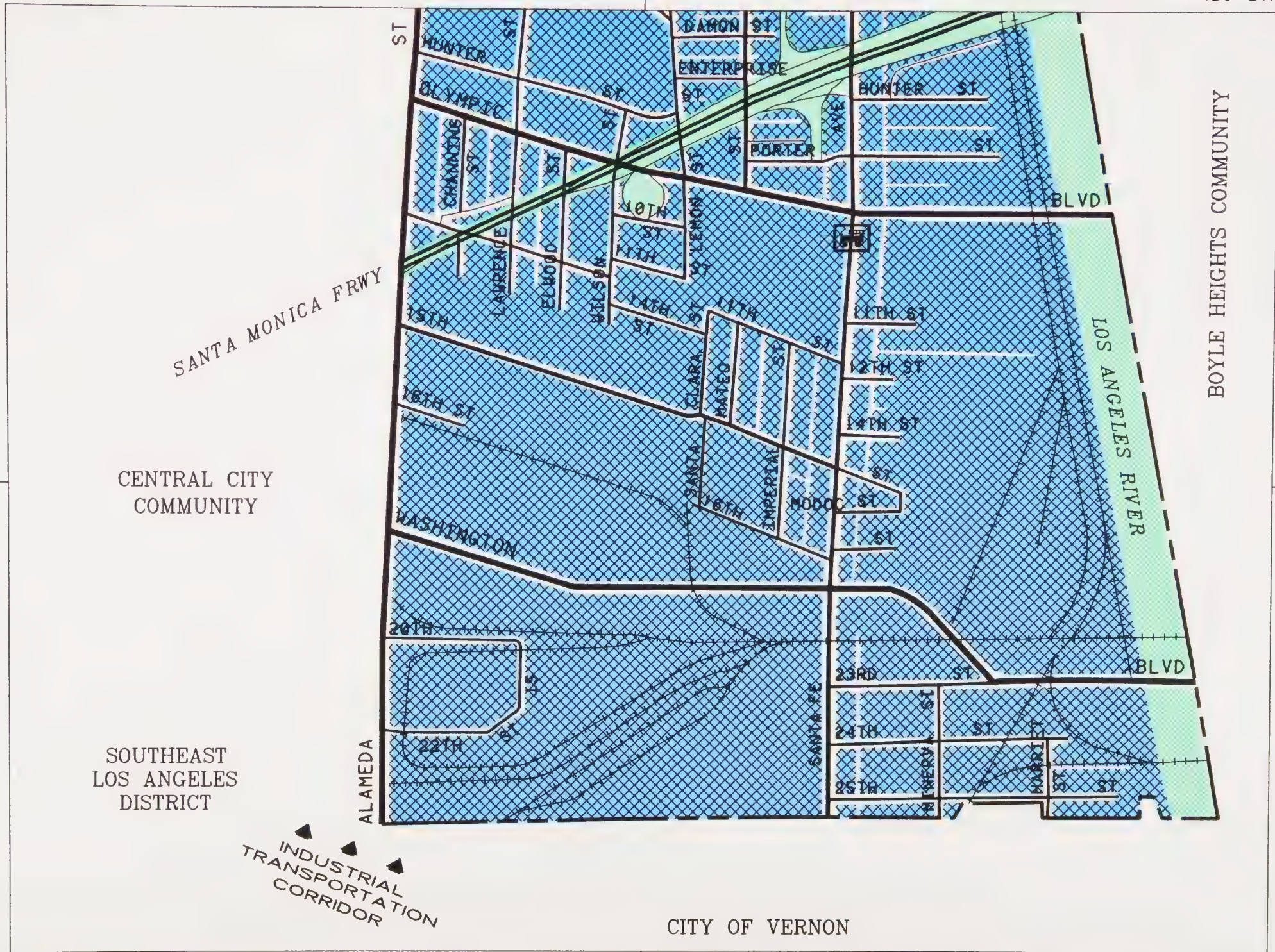
135-213

SEE MAP 129P213

135-217

B. SPECIFIC PLAN





FOOTNOTES

1. Height District No. 1
2. Height District No. 2
3. Gross Acreage includes streets.
4. Boxed Symbol denotes the general location of a proposed public facility, and does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
5. Local streets are not a part of this Plan and are shown for reference only.
6. 3:1 floor area ratio (FAR).
7. When the use of property designated as "open space" (e.g. recreation, environmental protection, public school site) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-maker shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restriction on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the properties, and consistent with the General Plan.
8. A floor area ratio of up to 4:1 is permitted on this site in connection with the renovation or adaptive reuse of the existing building.
9. For properties designated on zoning maps as Height District Nos. 1, 1L, 1VL, or 1XL (or their equivalent), development exceeding a floor area ratio of 1.5:1 up to 3:1 may be permitted through a zone change height district change procedure, including an environmental clearance.
10. The floor area ratio (FAR) for commercial development shall not exceed 1.5:1. An additional FAR of 1.5:1 may be utilized for residential uses up to a 3:1 FAR total. An additional FAR of 1:1 may be utilized for low income housing, for a total FAR not to exceed 4:1.

SUMMARY OF LAND USE

LAND USE

	Density	Dwelling Units ³ Per Gross Acre	Corresponding Zones		
Residential					TOTAL RESIDENTIAL
	Low Medium II	12+ to 24	RD2, RD1.5		Total Acres 133
	Medium	24+ to 40	R3		% of Total Area 6
	High Medium	40+ to 60	R4		Dwelling Unit Capacity 6,729 Population Capacity 17,745
Commercial					TOTAL COMMERCIAL-PARKING
	Limited ^{1,9}		CR, C1, P	Acres	5
				% of Total Area	1
	Highway Oriented ⁶		C2, P	Acres	47
				% of Total Area	2
	Community ²		C2, P, PB	Acres	95
				% of Total Area	5
Industrial and Parking ¹					TOTAL INDUSTRIAL-PARKING
	Commercial ⁹ Manufacturing		CM, P	Acres	61
				% of Total Area	3
	Light ⁹		M2, MR2, P	Acres	234
				% of Total Area	11
	Heavy ⁹		M3, P	Acres	1,266
				% of Total Area	61
Open Space, Public, Quasi-Public					TOTAL OPEN SPACE
	Open Space ⁷			Acres	221
				% of Total Area	11
				TOTAL ACRES	2,062

ALAMEDA DISTRICT SPECIFIC PLAN

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2. Subject Index
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Part 1

ALAMEDA DISTRICT SPECIFIC PLAN

Ordinance No. 171,139
Effective June 18, 1996

SUMMARY OF PROVISIONS

The purpose of this Specific Plan is to provide continued and expanded development of the Union Station and Terminal Annex sites as a major transit hub for the region and as a mixed-use development providing office, hotel, retail, entertainment, tourism, residential and related uses.

The development regulations of this Ordinance are in addition to those of the Los Angeles Municipal Code (LAMC), relate to land uses, permitted floor area, heights, parking, transportation improvements, urban design, historic preservation, open space, landscape and buffering, and other building standards. The Specific Plan also incorporates special provisions related to child care, and on-site alcohol consumption and public dancing/live entertainment establishments.

Permits and approvals must comply with the Specific Plan. The area covered by the Specific Plan is shown on Map 1.

Prohibition

Building related permits will be issued only if the following have been accomplished:

- A Project Plan Compliance has been issued pursuant to Section 6;
- The proposed floor area and other characteristics are below the maximum specified in Section 5B;
- Phase I traffic improvements have been completed (applies to Phase II projects);
- Complies with Appendix G.

The phases of development are limited as to maximum floor area, permitted trips, and parking spaces. The cumulative maximum permitted for each category is summarized below:

Floor area	10,950,700 square feet
Trips	3,386 trips
Parking	11,825 spaces

These cumulative maximums are divided follows for each phase of development:

	<u>Phase I Cap</u>	<u>Phase II Cap</u>
Floor Area	3,547,400 sq. ft.	7,413,300 sq. ft.
Trips	1,450 trips	1,730 trips
Parking	6,825 spaces	5,000 spaces

These cumulative maximums are divided between the Union Station site and the Terminal Annex site. Required traffic improvements, open space and pedestrian connections are also specified by phase and site.

Project Plan Compliance

The applicant shall file a Project Plan Compliance application with the Planning Department and pay a minimum fee of \$800. The Director of Planning shall issue the Project Plan Compliance with required findings. The owner of the property must record this document as a covenant and agreement prior to the Department of Building and Safety issuing any permits.

Land Use

The Specific Plan is divided into three subareas, as shown on Map 5:

- Historic Area
- Mixed Use/Office Area
- Transit Office Core

Districts for height and floor area ratios are specified on Map 5 for each lot within the Specific Plan area.

Permitted uses include those specified in the LAMC for the C2, M1 and PF Zones, as well as:

- Outdoor eating areas
- Incidental outdoor retail uses
- Helicopter landings
- Transit stations and related facilities
- Off- and on-site sale of alcohol (also see Section 9)

Prohibited uses are:

- Adult-oriented business
- Strip teach show
- Automotive fueling, washing, repair and painting

No yards are required. Open space, however, is required per Section 8.

Urban Design Regulations

Building standards are established for subareas and sites. Building height is limited as follows:

- Historic Subarea	80 feet
- Mixed Use/Office Subarea	400 feet
- Transit Office Core	550 feet

Projects shall comply with the urban design and open space guidelines in Appendix A and the historic preservation provisions in Appendix E. Open space shall be provided as a buffer between buildings, as specified by type of building (typically 30 to 40 feet), and at the rate of 50 square feet per dwelling unit. Standards are also provided for pedestrian connections and landscaping.

On-Site Alcohol Consumption and Public Dancing / Live Entertainment Establishments

Establishments are permitted and may be revoked according to existing procedures established by the State ABC and City LAMC. Table 2 provides conditions for a plan approval by the Zoning Administrator.

Child Care Provisions

A non-residential floor area bonus and trip credit is permitted for the provision of a child care facility in qualifying projects that is within the Specific Plan area, meets State and City requirements, and remains in use for the life of the project.

Transportation Regulations

The Department of Transportation (DOT) shall calculate the number of trips for a project based on the trip generation table in Appendix B. Credit may be allowed for existing uses, and the calculation may be appealed to the City Planning Commission.

Prior to issuance of a Project Plan Compliance for a project, DOT shall assign traffic improvements per Appendices C and D. The applicant shall provide improvement design plans, satisfactory to DOT, and construct or guarantee the improvements.

Owners shall establish a Transportation Management Organization (TMO) in order to achieve compliance with the trip caps (with an annual report). A Transportation Demand Management (TDM) Plan shall include measures designed to reduce trips and parking, and may include:

- Building/site design to reduce trips
- High Occupancy Vehicles (HOV) facilities and services;
- Public transit facilities and sales;
- Ridesharing information and coordination;
- Financial incentives or disincentives.

Additional TDM regulations may be imposed if reasonable progress is not made towards the Phase II parking cap.

Parking regulations of the the Specific Plan that are more restrictive than the LAMC shall supersede the LAMC. Shared parking is permitted, except between residential and non-residential uses. Parking standards are established according to the phase and the type (and size) of use. A maximum parking ratio is established for office/retail/hotel uses. Shared use parking may be implemented through an On-site Parking Management Plan.

Transfer of Floor Area

Unused permitted floor area may be transferred between lots within the Specific Plan. The applicant may file an administrative request for a transfer, including a Transfer Plan, for approval by the Director of Planning. It may be appealed to the City Planning Commission. A covenant and agreement is required for both Donor and Receiver Sites. Floor area may be averaged over the site of a Unified Development.

Uses and Buildings Made Non-Conforming By Specific Plan

Legal, existing uses that are made non-conforming by this Specific Plan shall be deemed to be legal, non-conforming uses that may continue to exist without termination, but which may not be expanded.

Interpretation

The applicant may request an interpretation from the Director of Planning, which may be appealed to the Planning Commission.

Part 2

ALAMEDA DISTRICT SPECIFIC PLAN

Ordinance No. 171,139
Effective June 18, 1996

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Part 3

ALAMEDA DISTRICT SPECIFIC PLAN

Ordinance No. 171,139
Effective June 18, 1996

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Maximum Permitted Parking Spaces	Maximum includes existing spaces - Phase I Cap - 6,825 spaces - Phase II Cap - 5,000 spaces (11,825 spaces maximum cumulative)	5B3
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<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
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	Revocation (per LAMC 12.24J)	9C	Parking Regulations	Shared parking is permitted, except between residential & non-residential;	11E1-3
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Trip Credit	0.3 trip credit for each full-time child slot	10B			
Combined Child Care Facilities	Combined facilities may utilize incentives in this section (bonus and credits assigned proportionally)	10C			
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			110AD3 (031197)		

Part 4

ALAMEDA DISTRICT SPECIFIC PLAN

Ordinance No. 171,139
Effective June 18, 1996

An ordinance establishing a Specific Plan, known as the Alameda District Specific Plan, for a portion of the Central City North Community Plan area.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF THE ALAMEDA DISTRICT SPECIFIC PLAN

The City Council hereby establishes the Alameda District Specific Plan for the area bounded generally by Alameda Street, North Main Street, Vignes Street, the Santa Ana Freeway (I-5/101), the El Monte Busway and the passenger platforms/ trackage areas, as shown on Map 1.

Section 2. PURPOSES

This Specific Plan is intended to:

- A. Provide regulatory controls and incentives for the systematic and incremental execution of that portion of the General Plan which relates to this geographic area and to provide for public needs, convenience and general welfare as the development of such area necessitates; and
- B. Assure orderly development and appropriate capacity of public facilities for the intensity and design of development by establishing general procedures for development within the Specific Plan area; and
- C. Provide continued and expanded development of the site both as a major transit hub for the region, and as a mixed-use development providing office, hotel, retail, entertainment, tourism, residential and related uses within the Specific Plan area, in conformance with the goals and objectives of local and regional plans and policies; and
- D. To expand the economic base of the City, by providing additional employment opportunities and additional revenues to the region.

Section 3. RELATIONSHIP TO THE LOS ANGELES MUNICIPAL CODE

- A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code (LAMC), Chapter 1 as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in the Code, except as specifically provided for herein.
- B. Wherever this Specific Plan contains provisions which establish regulations (including, but not limited to, such standards as densities, heights, uses, parking, open space and landscape requirements) which are different from, more

restrictive or more permissive than would be allowed pursuant to the provisions contained in Chapter 1 of the LAMC or any other relevant ordinances, this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances.

- C. **Site Plan Review Ordinance.** Specifically, the requirements of this Specific Plan shall supersede and replace the requirements of LAMC Section 16.05.
- D. **Landscape Ordinance.** Where this Specific Plan addresses any provisions contained in LAMC Sections 12.40, 12.41, 12.42 and 12.43, the provisions of this Specific Plan shall control, including, without limitation, the landscape approval procedures and fees.
- E. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in Section 11.5.7D of the Los Angeles Municipal Code. In approving an exception to this Specific Plan pursuant to Section 11.5.7D, the City Planning Commission, and the City Council on appeal, may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

Section 4. DEFINITIONS

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this section. Words and phrases not defined herein shall be construed as defined in LAMC Section 12.03.

ADP. The Alameda District Specific Plan.

Applicant. Any person, as defined in Section 11.01, or entity submitting an application for a Project Plan Compliance.

Bar Establishment. An establishment selling alcoholic beverages whose quarterly gross sales of alcoholic beverages exceed the gross sales of food and non-alcoholic beverages during the same period.

Director. The Director of Planning, or his or her designee.

Donor Site. A lot or lots within the ADP area from which all or a portion of the unused floor area permitted on the lot or lots is Transferred to another lot or lots within the ADP area, pursuant to Section 12.

Free-Standing Establishment. A commercial use which is located in an independent structure with no other use in that structure.

General Manager. The General Manager of the Department of Transportation, or his or her designee.

Link. A roadway segment between the intersection of arterial streets or between freeway entrance/exit ramps and/or interchanges.

MWD Headquarters. The proposed headquarters facility for the Metropolitan Water District of Southern California as permitted pursuant to the following: (1) "Memorandum of Understanding and Agreement between the Metropolitan Water District of Southern California and the City of Los Angeles," dated February 20, 1995, approved by the City Council of the City of Los Angeles (Council File No. 94-2039) and by the Metropolitan Water District of

Southern California and effective February 20, 1995; (2) the conditional use permit granted by the City Planning Commission on December 26, 1995 allowing a floor area ratio of 3 times the buildable lot area (Case No. 95-0314 CU); and (3) the parking variance granted by the Office of Zoning Administration on December 18, 1995 (Case No. ZA 95-0804 ZV).

Motor Pool Parking. Those automobile parking spaces set aside and occupied by employer-owned vehicles, which are for the sole use of employees during the business day for business purposes.

Open Space, Non-Residential. Open areas which are designed and intended to be used for passive or active outdoor purposes. Open Space may be in the form of courtyards, plazas, rooftops or patios and may include pedestrian-serving structures or facilities, such as covered pedestrian walkways or pedestrian arcades. Any lot area dedicated for public street purposes shall not be considered Open Space.

Open Space, Residential. Open Space for residential Projects as specified in Section 8.

Peak Hour. That highest single traffic volume hour between 4:00 p.m. and 6:00 p.m., Monday through Friday, as determined by the General Manager.

Pedestrian Connection. A walkway no less than ten feet in width, defined on at least one side by landscape or hardscape, and posted with signs to indicate the destinations to which it extends.

Phases of Development. The division into two increments of the total maximum permitted square footage of floor area, the maximum permitted Trips, the maximum permitted parking spaces, and the construction of required transportation improvements associated with each increment.

Project. The construction, erection, addition to or structural alteration of any building or structure, or use of building or land or change of use of a building or land on a lot located in whole or in part within the Specific Plan area which requires the issuance of a grading permit, a foundation permit, building permit, or use of land permit.

A Project shall not include the following:

1. Interior or exterior remodeling of a building, or the change of use of a building or land or the relocation of existing uses unless the remodeling, change of use or relocation: (a) increases the number of Trips by more than 67 Trips, as determined by the General Manager; or (b) changes the footprint of a building by more than 10%; or (c) increases the floor area by more than 10% and exceeds 100,000 additional square feet of floor area within a single legal lot.
2. Notwithstanding LAMC Section 12.23A4, the rehabilitation or reconstruction of a conforming or nonconforming building or structure which was damaged or destroyed by fire, flood, wind, earthquake or other disaster or the public enemy.
3. The MWD Headquarters so long as the floor area does not exceed 500,000 square feet.
4. The demolition or alteration of the Union Station southern service wing and south ramp and the demolition or alteration of the 1960's addition to the Terminal Annex building.

Project Plan Compliance. A ministerial determination of Project conformance with this Specific Plan issued by the Director, pursuant to Section 6.

Receiver Site. A lot or lots within the ADP area to which unused permitted floor area is Transferred from one or more Donor Sites within the ADP area, pursuant to Section 12.

Restaurant Establishment. An establishment selling alcoholic beverages whose quarterly gross sales of alcoholic beverages does not exceed the gross sales of food and non-alcoholic beverages during the same period.

Specific Plan. The Alameda District Specific Plan.

Terminal Annex Site. That property generally bounded by North Main Street, Vignes Street, the railroad tracks and Ceasar Chavez Avenue, as shown on Map 1.

Transfer. The conveyance of floor area from a Donor Site to a Receiver Site, in accordance with the requirements of Section 12.

Transfer Plan. A written plan prepared by the Applicant pursuant to Section 12, which identifies and describes the Donor Site(s), Receiver Site(s) and the amount of floor area to be Transferred.

Trip. The arrival at or departure from a Project during the Peak Hour by a motor vehicle.

Union Station Site. That property generally bounded by Ceasar Chavez Avenue, Alameda Street, the El Monte Busway, Vignes Street and including the railroad tracks extending to the Los Angeles River, as depicted on Map 1.

Urban Entertainment Center. A building or group of buildings used for commercial purposes which includes entertainment or amusement establishments which are oriented, marketed and intended for tourist, visitor and/or recreational consumers, and permitted by the ADP Zone.

Unified Development. A Project which: (1) combines functional linkages, such as pedestrian or vehicular connections; (2) incorporates common architectural and landscape features which constitute distinctive design elements of the Project; and (3) appears to be a consolidated whole when the Project is viewed from adjoining streets.

Section 5. PROHIBITION

A. Project Plan Compliance Requirement

1. No grading permit, foundation permit, building permit, or use of land permit shall be issued for any Project on any lot located in whole or in part within this Specific Plan area, unless the Director has issued a Project Plan Compliance pursuant to Section 6.
2. No Project Plan Compliance shall be issued for a Project if that Project's floor area would exceed the maximum permitted floor area for each Phase of Development, as set forth in Subsection B1 of this Section, unless the requirements of Subdivisions 2, 3, 4, 5, and 6 of Subsection B of this Section are met.
3. Prior to the issuance of any Project Plan Compliance for a Phase II Project, the Director and the General Manager shall provide written verification to the City Planning Commission that all Phase I requirements have been met, including completion of all Phase I traffic improvements, and that the Trip and parking space caps have not been exceeded. In lieu of this verification, the Director and the

General Manager may provide verification that alternative measures have been implemented or assured. The City Planning Commission shall have the authority to approve the commencement of Phase II.

4. No Project Plan Compliance shall be issued unless the Project complies with all applicable provisions of this Specific Plan and applicable mitigation measures contained in Appendix G (or other substitute mitigation measures) have been imposed.

B. Requirements of the Phases of Development

1. **Maximum Permitted Floor Area.** The maximum total permitted floor area shall include existing floor area as documented in the Specific Plan's certified EIR, which is not subsequently demolished. Existing floor is 234,200 square feet on the Union Station Site and 731,600 square feet on the Terminal Annex Site. The maximum total permitted floor area shall be developed in two phases and shall not exceed the following, by Phase of Development:

- a. **Phase I Cap.** The Phase I cap shall be 3,547,400 square feet, to be divided between the Terminal Annex Site and the Union Station Site as follows, unless floor area is Transferred between the Sites pursuant to Section 12:

Terminal Annex Site - 1,393,700 square feet;
Union Station Site - 2,153,700 square feet.

For the purposes of the Phase I floor area cap, if the MWD Headquarters is constructed, then the total square footage permitted for Phase I on the Union Station Site shall be reduced by the same amount as actually built for the MWD Headquarters, but not to exceed 500,000 square feet.

- b. **Phase II Cap.** The Phase II cap shall be 7,413,300 square feet, to be divided between the Terminal Annex Site and the Union Station Site as follows, unless floor area is Transferred between the Sites pursuant to Section 12:

Terminal Annex Site - 2,513,300 square feet;
Union Station Site - 4,900,000 square feet.

- c. **Maximum Cumulative Floor Area.** The maximum cumulative square footage of floor area for both Phases of Development shall not exceed 10,960,700 square feet.

2. **Maximum Permitted Trips.** The maximum permitted Trips, as determined by the General Manager pursuant to Section 11A, shall not exceed the following, by Phase of Development:

- a. **Phase I.** The Phase I Trip cap shall be 1,450 Trips. If a sports arena and/or an Urban Entertainment Center is issued a Project Plan Compliance, then the maximum permitted Trips shall be 1,655. The Terminal Annex Site shall have a Trip credit of 738 Trips.

For the purposes of the Phase I Trip cap, if the MWD Headquarters is constructed, then the maximum permitted Trips shall be reduced by 290 Trips. The Trip cap shall not limit the Trips generated by the MWD Headquarters, nor shall the Trips available to the rest of the ADP be reduced further than the 290 Trips referenced above.

- b. **Phase II.** The Phase II Trip cap shall be 1,730 Trips.

- c. **Maximum Cumulative Trips.** The maximum cumulative Trips for both Phases of Development shall not exceed 3,385 Trips.

3. **Maximum Permitted Parking Spaces (Parking Cap).** The maximum number of permitted parking spaces shall not exceed the following, by Phase of Development:

- a. **Phase I.** The maximum number of permitted parking spaces shall include existing parking spaces, as documented in the Specific Plan's certified EIR, which are not subsequently removed. Existing parking spaces total 1,078 on the Union Station Site and 2,059 parking spaces on the Terminal Annex Site. The Phase I parking cap shall be 6,825 parking spaces. If a sports arena and/or an Urban Entertainment Center is issued a Project Plan Compliance, then the maximum number of permitted parking spaces shall be 7,500.

For the purposes of the Phase I parking cap, if the MWD Headquarters is constructed, then the maximum permitted parking spaces shall be reduced by 768 parking spaces.

- b. **Phase II.** The Phase II parking cap shall be 5,000 parking spaces. If a sports arena and/or an Urban Entertainment Center is issued a Project Plan Compliance in Phase I, then the maximum number of permitted parking spaces shall be 4,325. The Phase II parking cap shall apply to the parking required for the first 300 dwelling units. The Phase II parking cap may be increased to the extent the parking required for dwelling units in excess of 300 units exceeds the parking that would have been required for the Project or Projects shown on Maps 2, 3, or 4, which is replaced by the dwelling units.

- c. **Maximum Cumulative Parking Spaces.** The maximum number of cumulative parking spaces for both Phases of Development shall not exceed 11,825 parking spaces.

4. Traffic Improvements

- a. **Phase I.** The Phase I traffic improvements, as specified in Appendix C (or appropriate alternative measures, pursuant to Section 11C), shall be constructed or suitably guaranteed to the satisfaction of the General Manager.

- b. **Phase II.** The Phase II traffic improvements, as specified in Appendix D (or appropriate alternative measures, pursuant to Section 11C), shall be constructed or suitably guaranteed to the satisfaction of the General Manager.

5. **Open Space.** The following minimum amounts of Open Space shall be provided, by Phase of Development or increment thereof:

a. Phase I

- 1) **Union Station Site.** At least 1.7 acres of Open Space. Open Space provided on the MWD Headquarters site shall count towards this requirement.

- 2) **Terminal Annex Site.** At least 0.80 acres of Open Space.

b. **Phase II**

1) **Union Station Site**

- a) Prior to issuance of a Project Plan Compliance for a Project that would result in approval of more than a cumulative total of 3,753,700 square feet of floor area, at least 3.5 acres of Open Space.
- b) Prior to issuance of a Project Plan Compliance for a Project that would result in approval of more than a cumulative total of 5,353,700 square feet of floor area, at least 5.3 acres of Open Space.
- c) Prior to issuance of a certificate of occupancy for a Project that would result in approval of more than a cumulative total of 7,053,700 square feet of floor area, at least 7.1 acres of Open Space.

2) **Terminal Annex Site**

- a) Prior to issuance of a Project Plan Compliance for a Project that would result in approval of more than a cumulative total of 2,193,700 square feet of floor area, at least 1.15 acres of Open Space.
- b) Prior to issuance of a Project Plan Compliance for a Project that would result in approval of more than a cumulative total of 2,993,700 square feet of floor area, at least 1.5 acres of Open Space.
- c) Prior to issuance of a certificate of occupancy for a Project that would result in approval of more than a cumulative total of 3,097,000 square feet of floor area, at least 1.87 acres of Open Space.

- c. **Minimum Cumulative Open Space.** The minimum amount of cumulative Open Space for both Phases of Development shall be 8.97 acres.

6. **Pedestrian Connections.** The following Pedestrian Connections shall be constructed during Phase I:

a. **Union Station Site**

- 1) A Pedestrian Connection on the Union Station Site leading to the old plaza of Olvera Street.
- 2) A Pedestrian Connection on the Union Station Site leading to the Terminal Annex Site.

b. **Terminal Annex Site**

- 1) A Pedestrian Connection on the Terminal Annex Site leading to the Union Station Site.
- 2) A Pedestrian Connection on the Terminal Annex Site leading to Chinatown.

The requirements of this Subdivision do not obligate the Applicants or property owners to provide Pedestrian

Connection improvements outside their property ownership.

C. **Exception**

The prohibitions in Subdivisions 1, 2, 3, and 4 of Subsection A of this Section shall not apply to any demolition or construction for which a permit is required in order to comply with an order issued by the Department of Building and Safety to repair or demolish an unsafe or substandard condition.

Section 6. PROJECT PLAN COMPLIANCE

A. **Director's Authority**

1. The Director shall have the authority to review each Project for compliance with the requirements of this Specific Plan, and if in compliance, to issue a Project Plan Compliance.
2. **Findings.** A Project Plan Compliance shall include written findings by the Director that the Project complies with all applicable provisions of this Specific Plan, and that applicable mitigation measures contained in Appendix G of this Specific Plan (or other substitute mitigation measures) have been imposed.
3. **Covenant.** A Project Plan Compliance shall include a requirement for the Applicant to record with the County Recorder's Office a covenant and agreement/equitable servitude concerning all the information contained in the Project Plan Compliance, prior to the issuance of any permits by the Department of Building and Safety. The covenant shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the covenant shall be submitted to the Director for approval prior to recordation. After recordation, a copy bearing the Recorder's number and date shall be given to the Director for attachment to the subject case file.
4. **Rights Granted Under Project Plan Compliance.** The issuance of a Project Plan Compliance indicates compliance with LAMC Section 12.16.2, but does not in any way indicate compliance with other applicable provisions of LAMC Chapter 1 (Planning and Zoning Code), nor with Chapter IX (Building Code).

B. **Procedures**

1. **Project Plan Compliance Application.** Applications for Project Plan Compliance shall be filed at any public counter of the Department of City Planning, upon such forms and accompanied by the applicable fees, a site plan drawn to scale, and other information prescribed by the Director. The property owner shall verify the application and submit a title report indicating the record owner at the time of submission of the application and that the Applicant is either the property owner or the agent of the property owner.
2. **Application Fees**
 - a. The fee for a Project Plan Compliance application shall be \$800.
 - b. An additional fee of \$0.0083 per square foot of floor area for each Phase I Project shall be collected to recoup the costs incurred in the preparation of this Specific Plan, and shall be deposited in the City's

General Fund. The total amount collected from all Phase I Projects shall not exceed \$25,000.00.

3. Director's Review

- a. **Referral to General Manager and the Department of Building and Safety.** Upon receipt of a Project Plan Compliance application, the Director shall transmit a copy of the application to the General Manager and the Department of Building and Safety. The General Manager shall make the determinations required pursuant to Subsections A, C and D of Section 11 of this Specific Plan and provide a written determination on the Project to the Director. The Department of Building and Safety shall review the application and determine in writing if the Project is in compliance with all other City zoning regulations.
- b. If the Project Plan Compliance application is for one of the Projects shown on Maps 2, 3, or 4 and the Director determines that the Project complies with all applicable requirements of this Specific Plan, the Director shall impose any applicable mitigation measures listed in Appendix G of this Specific Plan. The Director may substitute appropriate mitigation measures as determined by the monitoring/enforcing agency, and shall issue a Project Plan Compliance conditioned upon the implementation of those mitigation measures.
- c. If the Project Plan Compliance application is not for one of the Projects shown on Maps 2, 3 or 4, the Director shall determine whether the Project exceeds any of the environmental thresholds set forth in Appendix F. The Director shall use the conversion table set forth in Appendix F for assistance in making this determination.
 - 1) If the Project does not exceed any of the environmental thresholds set forth in Appendix F, the Director shall determine whether the Project conforms with the requirements of this Specific Plan. If the Project conforms with the requirements of this Specific Plan, the Director shall impose applicable mitigation measures set forth in Appendix G (or appropriate substitute mitigation measures), and shall issue a Project Plan Compliance conditioned upon compliance with those mitigation measures.
 - 2) If the Project exceeds any of the environmental thresholds set forth in Appendix F, the Applicant shall file an environmental assessment form for the Project, accompanied by the required fee. The Director shall then conduct an environmental review in compliance with the California Environmental Quality Act to determine whether the Project will have a significant environmental impact which will not be reduced to insignificance by imposition of the mitigation measures contained in Appendix G (or appropriate substitute mitigation measures). If after consideration of the environmental review and imposition of any necessary mitigation measures, the Director determines that the Project conforms with the requirements of this Specific Plan, then the Director shall issue a Project Plan Compliance conditioned upon compliance with those mitigation measures.

- C. **Annual Report.** The Director and the General Manager shall prepare and submit an Annual Report to the City Planning Commission in June of each year. The Report shall include: the number, type and square footage of Projects issued a Project Plan Compliance and the status of these Projects; any approved Transfers and/or averaging of floor area; the total number of parking spaces developed; the total number of calculated Trips generated and their relationship to the Trip cap; the annual Transportation Demand Management report; and any recommendations for modification to the Trip cap, the parking space cap and/or any of the Appendices. The MWD Headquarters shall not be required to participate in the Annual Report.

Section 7. LAND USE

- A. **Designation of Subareas.** The Specific Plan is divided into three Subareas, as shown on the Subareas Map, Map 5. The Subareas are designated as: the Historic Area; the Mixed Use/Office Area; and the Transit Office Core.
- B. **Height/Floor Area Ratio Districts.** Each lot within the Specific Plan area includes a Height/Floor Area Ratio (Height/FAR) District designation. These Height/FAR Districts and their boundaries are shown on Map 5 by a combination of Zone symbols and Height/FAR District number markings (e.g., ADP-80/4.2). The Height/FAR District is shown immediately following the dash after the Zone symbol in the form of numbers separated by a diagonal line. The first number indicates the maximum height in feet permitted in a building or structure. The second number, which may include decimal fractions, indicates the floor area ratio.
- C. **Permitted Uses.** The use and area regulations of the C2 Zone, as specified in LAMC Section 12.14; of a portion of the M1 Zone, as specified in LAMC Section 12.17.6A4 (arena use); and of a portion of the PF Zone, as specified in LAMC Section 12.04.09B3 through 8 shall apply to all lots in the ADP Zone within the Specific Plan area. In addition, the following uses shall be permitted:
 1. **Outdoor eating areas.** Notwithstanding LAMC Section 12.14A1(a)(10), outdoor eating areas on all floors.
 2. **Incidental outdoor retail uses.** Outdoor, permanent or temporary retail uses. These may include, but are not limited to, kiosks and carts. No outdoor retail use shall individually exceed 200 square feet in size.
 3. **Helicopter landings.** Infrequent helicopter landings and take-offs, including the establishment of helipads, heliports and helistops as permitted in LAMC Section 12.22A6.
 4. **Transit stations and related facilities and uses.**
 5. **Establishments for the sale of alcoholic beverages for off-site consumption.** Three establishments pursuant to the conditions of Case No. ZA 96-0201(ZV).
 6. **Establishments for the sale and service of alcoholic beverages for on-site consumption and establishments permitting dancing and live entertainment.** These establishments shall be subject to the restrictions as set forth in Section 9.
 7. **Additional Conditional Use Permits for the sale and service of alcoholic beverages for on-site and off-site consumption.** These establishments shall be permitted

pursuant to LAMC Section 12.24C, provided that a specific plan exception is obtained as required in Section 9A.

D. **Prohibited Uses.** The following uses shall be prohibited within the ADP Zone:

1. Adult-oriented business, as defined by the LAMC;
2. Strip tease show;
3. Automotive fueling and service station, laundry or wash rack, body repair, detail and paint shop, except as an accessory use.

E. **Yard Regulations.** Notwithstanding the requirements set forth in the LAMC, no Project shall be required to provide yards. Projects shall only be required to provide Open Space as specified in Section 8D of this Specific Plan.

Section 8. URBAN DESIGN REGULATIONS

A. Building Height and Massing

1. Historic Subarea

- a. The maximum permitted height of any Project on a lot within the Historic Subarea, as shown on Map 5, shall be 80 feet.
- b. The height and massing of any Project on any lot fronting Alameda Street on the Union Station Site shall be further restricted as shown on Map 6.

2. Mixed Use/Office Subarea

- a. The maximum permitted height of any Project on a lot within the Mixed-Use/Office Subarea, as shown on Map 5, shall be 400 feet.
- b. The maximum permitted height of any sports arena shall be 230 feet as measured from the elevation of the railroad tracks.
- c. The maximum permitted floor area of any sports arena shall be 650,000 and the maximum permitted seating capacity shall be 22,000.

3. **Transit Office Core Subarea.** The maximum permitted height of any building or structure on a lot within the Transit Office Core Subarea, as shown on Map 5, shall be 550 feet.

B. **Urban Design Guidelines.** Projects shall comply with the Urban Design Guidelines specified in Appendix A. The Urban Design Guidelines may be revised by the City Planning Commission after notice and hearing.

C. Historic Preservation Regulations

1. The Applicant shall preserve and rehabilitate the significant historic elements of the Terminal Annex and Union Station buildings, except for those portions of the Union Station building known as the "altered southern service wing" and the "south ramp," and the "1960's addition to the Terminal Annex building." If required by the Los Angeles Administrative or Municipal Code, review by the Cultural Heritage Commission shall occur prior to

issuance of any building or demolition permits for other significant portions of Union Station.

2. Rehabilitation work on the Terminal Annex and Union Station buildings shall conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings specified in Appendix E.

D. Open Space, Pedestrian Connections and Landscape Regulations

1. Open Space

a. General

- 1) Open Space within the ADP is addressed on a Specific Plan area-wide basis and may be provided in the form of courtyards, plazas or other larger gathering areas on the property. As a result, it is not required to be provided on a Project by Project basis.
- 2) The Applicant shall provide Open Space in compliance with the guidelines set forth in Appendix A.
- 3) Areas devoted to Open Space shall be included within the calculation of buildable area of a lot, and the Project Applicant shall not be required to dedicate Open Space to the City as publicly owned property.
- 4) Open Space may be located at or above grade or on a rooftop.

b. Residential

- 1) Residential Projects in excess of four stories shall be separated from other residential buildings by a minimum of 30 feet of Open Space.
- 2) Residential Projects shall be separated from non-residential buildings by a minimum of 40 feet of Open Space.
- 3) Residential Open Space shall be provided on site.

This Open Space may be provided as either private space (patios or balconies) or as a public (common area) space or facility. Parking areas or driveways shall not qualify as Residential Open Space.

Private Residential Open Space shall be contiguous to the dwelling unit. It shall contain a minimum of 50 square feet and shall maintain a minimum eight foot vertical clearance under any projection.

Public Residential Open Space shall be open to the sky (excepting intermittent use of pedestrian arcade coverings or similar treatments), readily accessible to all residents of the Project, and have a minimum size of 400 square feet.

c. Commercial

Commercial Projects shall be separated from residential buildings by a minimum of 40 feet of Open Space.

d. **Sports Arena**

A sports arena Project shall be separated from residential buildings or the residential portion of a commercial/residential mixed use building by a minimum of 40 feet of Open Space.

2. **Pedestrian Connections**

- a. On-site Pedestrian Connections shall be designed to provide linkage with Chinatown, El Pueblo de Los Angeles (Olvera Street and Pico/Granier block) and between the Union Station Site and the Terminal Annex Site in compliance with Section 5A5. Pedestrian Connections shall be constructed with lighting, landscaping, hardscape improvements and directional signs to encourage pedestrian use. Where bus stops are located along Pedestrian Connections, appropriate landing areas shall be provided for pedestrians boarding or disembarking buses.
- b. Meandering or serpentine sidewalks shall be permitted as Pedestrian Connections for public sidewalk purposes in lieu of City of Los Angeles standard sidewalks, and may be located within the dedicated right-of-way. Adjacent to Cesar Chavez and Alameda Streets, easements for public sidewalk purposes shall be granted over private property, as necessary, to accommodate the design and construction of meandering sidewalks.

3. **Landscaping**

- a. All Open Space and other planted areas shall be provided with automatic irrigation systems and conform with the City's water conservation requirements.
- b. Open Spaces, plazas and courtyards, but excluding Pedestrian Connections and arcades, shall contain a minimum of 25% landscaped area including, but not limited to, trees, shrubs, ground covers and planters.

Setion 9. ON-SITE ALCOHOL CONSUMPTION AND PUBLIC DANCING / LIVE ENTERTAINMENT ESTABLISHMENTS REGULATIONS

The sale and service of alcoholic beverages for on-site consumption, public dancing and live entertainment activities shall be permitted. These establishments shall obtain approvals required by other jurisdictions for the sale or service of alcohol, including licenses or permits from the State Department of Alcoholic Beverage Control (ABC) and dancing/entertainment permits from the Los Angeles Police Commission, as required by the LAMC.

- A. **Description of Establishments Permitted.** The number, type and square footage of establishments for on-site alcohol consumption for the Terminal Annex Site and the Union Station Site are set forth in Table 1. The number and type of establishments for on-site dancing and entertainment for the Terminal Annex Site and the Union Station Site are set forth in Table 1. These establishments may be transferred between the Sites, prior to ABC licensing, so long as the total number of establishments permitted within the Specific Plan area is not exceeded. The requirements set forth in Table 1 may be modified only pursuant to an exception to this Specific Plan.

- B. **Conditions.** Conditions for on-site alcohol consumption and on-site dancing and entertainment are listed in Table 2. The Zoning Administrator, through the administrative plan approval process, shall review establishments for compliance with Table 2 and may modify these requirements for individual establishments.

At the time of plan approval, Applicants for individual establishments shall also provide the following information and other operational information as requested by the Zoning Administrator: number of seats; square footage and floor plan of the establishment; signage for the establishment; security measures to be provided; the proposed menu if a dining establishment; number of employees at any given time; minimum age requirements for patrons and enforcement measures.

- C. **Revocation.** If the conditions of this Subsection have not been complied with, the City may give notice to the property owner or lessee of the real property affected to appear at a time and place fixed by the City and show cause why the use permitted by this Subsection should not be modified, discontinued or revoked. These proceedings shall be in accordance with LAMC Section 12.24J.

Section 10. CHILD CARE PROVISIONS

- A. **Floor Area Bonus.** Individual Projects which contain at least 50,000 square feet of non-residential floor area shall be permitted a ministerial floor area bonus of five square feet of additional non-residential floor area in excess of the permitted floor area, for every one square foot of floor area constructed for a child care facility which serves at least 40 children. Neither the additional floor area bonus nor the floor area of the child care facility shall be counted in determining the Phases of Development maximum permitted floor area, specified in Section 5B1 of the Specific Plan.
- B. **Trip Credit.** In addition to the floor area bonus, Projects which provide a child care facility shall be eligible for a Trip reduction credit of 0.3 trips for each full-time child care slot provided, and 0.15 Trips for each part-time slot.
- C. **Combined Child Care Facilities.** The incentives provided by this Subsection may be utilized through the development of combined child care facilities by two or more individual Projects. In such cases, the floor area bonus and Trip credits shall be assigned on a proportional basis among the participating Projects.
- D. **Conditions.** The following conditions apply to any child care facility for which incentives are sought:
1. The child care facility shall be located within the Specific Plan area.
 2. The child care facility location and design shall be in accordance with State of California regulations. In addition, the location of the facility shall be approved by the Los Angeles Fire Department. Compliance with these regulations shall be verified in writing by the City's Child Care Coordinator (or a designee of the City Council if the Child Care Coordinator's position is vacant).
 3. The child care facility shall remain in that use for the life of the Project(s) which received the floor area bonus.

Section 11. TRANSPORTATION REGULATIONS

A. **Project Trip Generation.** The General Manager shall calculate the number of Trips for each Project based on the Trip Generation Table in Appendix B. The City Planning Commission, after notice and hearing, may revise the Trip Generation Table based upon the recommendations of the Director and the General Manager.

The General Manager shall give an Applicant a Trip credit for an existing or previous use if the Applicant provides documentation (satisfactory to the General Manager) that the existing or previous use was legally in place as of May 1, 1995, or constructed and demolished subsequent to May 1, 1995.

Trips for a Project having more than one use shall be calculated by adding together the Trips generated by the proportion of floor area of the Project devoted to each use unless the General Manager, based on reasonable methods, determines otherwise.

The General Manager shall use reasonable methods to determine the appropriate number of Trips for Projects which include a use not listed in the Trip Generation Table or a recognized data source such as the Institute of Transportation Engineers (ITE) Trip Generation Tables. The General Manager's determination shall reflect the anticipated effect of the exclusion of pass-by Trips, the proximity of the Project to a regional transportation hub and implementation of other transportation demand management measures.

The Applicant may appeal the General Manager's calculation of Trips to the City Planning Commission within 15 days from the date of the General Manager's written determination. The appeal shall be on a form provided by the General Manager and accompanied by a fee of \$1,020. Upon appeal, the Commission shall sustain, reverse or modify the General Manager's calculation within thirty days of the filing of the appeal. If the Commission fails to act within the time specified herein, the calculation by the General Manager shall be deemed final.

B. **Trip Cap.** The City Planning Commission, after notice and hearing, shall have the authority to increase the Phase I Trip cap by up to 10%, after recommendation by the General Manager and the Director. This action may be appealed to the City Council, pursuant to the procedures set forth in Section 14 below for appeal of Interpretations. The appeal shall be on a form provided by the Director and accompanied by a fee of \$64.00.

C. Required Traffic Improvements

1. **Improvement Assignments.** Prior to the issuance of a Project Plan Compliance for a Project, the General Manager shall assign to the Project traffic improvements, or the pro rata or fair share of these improvements, from the list of traffic improvements in Appendix C for a Phase I Project or from Appendix D for a Phase II Project. The assignment shall be made by determining what percentage of the applicable Phase Trip cap is represented by the number of Trips generated by a Project, and matching that to an improvement the percentage cost of which is most nearly equivalent. The assignment shall also take into consideration the Project's location.

2. Completion or Guarantee of Traffic Improvements

a. **100% Improvements.** For those traffic improvements for which a Project is 100% responsible, prior to the issuance of a certificate of occupancy, the Project Applicant shall provide improvement design plans satisfactory to the General Manager, and shall construct the assigned traffic improvement. If the General Manager determines that construction of the assigned traffic improvement is infeasible at the time the Applicant seeks a certificate of occupancy, then the Applicant shall pay the cost of or provide a suitable guarantee for the improvement.

b. **Pro-Rata Improvements.** Pro-rata improvements are those traffic improvements for which a Project may be less than 100% responsible, but for which some combination of Projects within the Specific Plan area is 100% responsible. Where a Project's pro-rata share of trips is less than any remaining assigned traffic improvement, the General Manager shall require a financial guarantee of that Project's pro-rata share of the assigned traffic improvement cost for reimbursement to a subsequent Project, which subsequent Project would be assigned the traffic improvement. For pro-rata improvements, prior to the issuance of a certificate of occupancy, the Project Applicant shall provide the Project's pro-rata share of the cost of the traffic improvement. The first Project assigned a pro-rata share of a traffic improvement shall provide improvement design plans, satisfactory to the General Manager, and a revised cost estimate for the improvement. The costs associated with the design plans and cost estimate shall be an offset against the pro-rata share of the Project that undertakes these efforts. The pro-rata share of any Project assigned such an improvement, including any portion of the pro-rata share of the first Project remaining after the offset discussed above, shall be suitably guaranteed. The Project Applicant for the last Project responsible for any traffic improvement shall be required to construct that improvement, unless the General Manager determines that insufficient funds have been allocated for that purpose, in which case the Project Applicant shall suitably guarantee its pro-rata share.

c. **Fair Share Improvements.** For regional traffic improvements for which ADP Projects are not 100% responsible, prior to the issuance of a certificate of occupancy, the Project Applicant shall suitably guarantee the Project's fair share portion of the traffic improvement against a future time when the improvement can be implemented.

d. Any guarantee required pursuant to this Section may be satisfied by a letter of credit, surety bond or other suitable guarantee satisfactory to the City Engineer and the General Manager.

3. **Traffic Improvement Modifications.** If any traffic improvement listed in Appendix C or Appendix D is infeasible, the Director and the General Manager may modify or substitute traffic improvements listed in Appendix C or Appendix D, so long as the General Manager does one of the following:

- a. Meets with the Transportation Management Organization (TMO) and determines what, if any, additional TDM measures shall be imposed in order to assist in meeting the objectives of this Subsection;
- b. Meets with the Applicant and determines what alternate and/or additional mitigation measures shall be implemented by the Applicant in order to assist in meeting the objectives of this Subsection; or
- c. Determines that the Trip cap should be modified.

D. Transportation Demand Management (TDM) Regulations

1. For purposes of the regulations in this Subsection D, MWD shall not be considered a property owner to the extent it builds the MWD Headquarters.
2. Transportation Management Organization (TMO). In order to comply with the Trip caps required by this Specific Plan, the owners of property within the Specific Plan area shall establish a TMO, in which all owners of property and tenants within the Specific Plan area shall participate. Participation in the TMO shall be required as a term of the tenant's lease with the owners of property within the Specific Plan area or management firm.
3. **Implementation.** All owners of property within the Specific Plan area shall have the responsibility to organize, operate and implement the TMO, in order to meet the Trip caps and parking cap requirements. Owners of property within the Specific Plan area shall submit an annual TDM report to the TMO, which shall submit one consolidated annual report to the Director. If the Director, in consultation with the General Manager, determines that reasonable progress toward the Trip caps has not been made, the General Manager shall require the TMO to submit a TDM Plan for review and approval by the General Manager.
4. **TDM Measures.** The TMO may utilize those incentives or other measures it determines appropriate within its TDM Plan, in order to comply with the Trip caps. These measures may include, but are not limited to the following:
 - Building and site design elements that facilitate employee/visitor Trip reduction efforts
 - Conveniently located loading and unloading areas for high-occupancy vehicles (HOVs)
 - Bicycle facilities
 - Preferential parking for HOVs
 - Reduced parking costs for HOVs
 - Cash-out parking programs
 - Conveniently located public transit stops
 - Educational programs or materials on ridesharing/transit services for employees or visitors of the Specific Plan area
 - Sale of transit passes
 - Provision of ridesharing coordination services

- Financial incentives or disincentives for employees to rideshare

In the event that the Director or the General Manager determines that reasonable progress toward the Phase II Trip cap or the Phase II parking cap is not being made, additional TDM regulations can be imposed on owners of property located within the Specific Plan area. In the event those regulations do not generate reasonable progress, modifications to the Phase II Trip cap and/or Phase II parking cap may be proposed to the City Planning Commission to ensure compliance with those caps by the completion of Phase II.

For purposes of this Subsection, reasonable progress shall be defined as no more than:

- a. An overall parking ratio of 2.0 spaces per 1,000 square feet of development when one-third of Phase II maximum permitted floor area has been constructed; or
- b. An overall parking ratio of 1.7 spaces per 1,000 square feet of development when two-thirds of the Phase II maximum permitted floor area has been constructed; or
- c. An overall office Trip rate of 0.55 Trips per 1,000 square feet of development when one-third of the Phase II maximum permitted floor area has been constructed; or
- d. An overall office Trip rate of 0.46 Trips per 1,000 square feet of development when two-thirds of the Phase II maximum permitted floor area has been constructed.

The above ratios may be revised by the City Planning Commission after notice and hearing at the start of Phase II, at the one-third and two-third construction milestones of Phase II, and if alternative land uses (uses other than office/hotel) are substituted in Phase II.

More than the immediate parking needs of related projects may be temporarily provided, if the General Manager determines that physical site conditions and construction constraints require the cost-effective construction of consolidated parking facilities.

E. Parking Regulations

1. For purposes of the regulations in this Subsection E, MWD shall not be considered a property owner to the extent it builds the MWD Headquarters.
2. Where this Specific Plan contains language or standards which require more parking or permit less parking than LAMC Section 12.21A, this Specific Plan shall supersede the LAMC.
3. This Specific Plan shall permit shared use parking, except for residential uses with non-residential uses, and reduced parking standards, as specified in this Section. Parking which is allocated to a particular Project or lot may be located at any location within the Specific Plan Area, or within the existing Gateway parking facility.

4. **Phase I Parking Standards.** So long as there are no more than 300 dwelling units in the Specific Plan area, the following parking standards shall apply: Projects with dwelling units containing 3 or fewer habitable rooms shall provide no more than and no fewer than 1 space per dwelling unit; Projects with dwelling units containing more than 3 habitable rooms shall provide no more than and no fewer than 1.25 spaces per dwelling unit.

If there are more than 300 dwelling units in the Specific Plan area, the following parking standards shall apply: Projects with dwelling units containing 3 or fewer habitable rooms shall provide no more than and no fewer than 1.25 space per dwelling unit; Projects with dwelling units containing more than 3 habitable rooms shall provide no more than and no fewer than 1.5 spaces per dwelling unit.

Non-residential Projects shall provide a parking ratio of no less than 1.1 spaces per 1,000 square feet of floor area, unless a reduced ratio is required in order not to exceed the Phase I parking cap. The Director may authorize the reduction, based upon a finding that adequate parking will be provided after the reduction.

5. **Phase II Parking Standards.** So long as there are no more than 300 dwelling units in the Specific Plan area, the following parking standards shall apply: Projects with dwelling units containing 3 or fewer habitable rooms shall provide no more than and no fewer than 1 space per dwelling unit; Projects with dwelling units containing more than 3 habitable rooms shall provide no more than and no fewer than 1.25 spaces per dwelling unit.

If there are more than 300 dwelling units in the Specific Plan area, the following parking standards shall apply: Projects with dwelling units containing 3 or fewer habitable rooms shall provide no more than and no fewer than 1.25 space per dwelling unit; Projects with dwelling units containing more than 3 habitable rooms shall provide no more than and no fewer than 1.5 spaces per dwelling unit.

Non-residential Projects shall provide a parking ratio of no less than 0.6 spaces per 1,000 square feet of floor area, unless a reduced ratio is required in order not to exceed the Phase II parking cap. The Director may authorize the reduction, based upon a finding that adequate parking will be provided after the reduction.

6. **Phase I Maximum Parking Ratio.** Upon completion of Phase I, the aggregate parking ratio within the Specific Plan area for Projects which consist of office/retail/hotel uses shall be a maximum of 2 parking spaces per 1,000 square feet of floor area. If Phase I includes sports arena and Urban Entertainment Uses, the parking ratio within the Specific Plan area, upon completion of Phase I, for all Projects shall be a maximum of 2.4 spaces per 1,000 square feet of floor area. If more than 300 dwelling units are constructed, then any required parking for the units above the 300 shall be permitted to exceed the Phase I parking cap, but not the Phase II parking cap.

The allocation of parking spaces to individual Phase I Projects shall not be restricted by this Specific Plan, so long as the overall Phase I parking cap is not exceeded. Parking totals for each Project shall be provided to the Director and the General Manager for their incorporation into the ADP Annual Report. Those parking spaces established for Motor Pool purposes for a Project shall be permitted in addition to the General Manager approved

ratio, but shall not exceed 10% of the total spaces provided.

7. **Phase II Maximum Parking Ratio.** The parking ratio within the Specific Plan area, upon completion of Phase II, for Projects which consist of office/retail/hotel uses, shall be 1.1 spaces per 1,000 square feet of floor area.

The allocation of parking spaces to individual Phase II Projects shall not be restricted by this Specific Plan, so long as the overall parking cap is not exceeded upon completion of Phase II. Parking totals for each Project shall be provided to the Director and the General Manager for their incorporation into the ADP Annual Report.

Those parking spaces established for Motor Pool purposes for Projects shall be permitted in addition to the 1.1:1,000 ratio, but shall not exceed 10% of the total spaces provided.

8. **On-Site Parking Management Plan.** In order to implement the shared-use parking, reduced parking and parking cap regulations established by this Specific Plan, the property owners within the Specific Plan area shall establish and administer an On-Site Parking Management Plan to comply with the parking cap requirements. Property owners within the Specific Plan area shall submit an annual parking management report to the TMO which shall submit one consolidated annual report to the Director.

Section 12. TRANSFER OF FLOOR AREA

- A. **Transfer Between Lots.** Any owner(s) of a legally defined lot located within the Specific Plan area may Transfer unused permitted floor area to another legally defined lot within the Specific Plan area, pursuant to the procedures of this Section.

1. **Limitation.** Any Project constructed with transferred floor area must comply with all regulations set forth in this Specific Plan.
2. **Procedures.** The Director shall administratively approve the Transfer of unused permitted floor area, within the floor area cap, which meets the following requirements:
 - a. An Applicant shall file, with the City Planning Department, an administrative request for the Transfer, including a Transfer Plan. The Director shall approve or disapprove the request within 15 days of the date of submittal. Disapprovals of the request may be appealed by the Applicant to the Planning Commission, pursuant to procedures established by LAMC Section 12.24B.
 - b. The Director shall establish and maintain a record of all Transfers pursuant to this Specific Plan. The records shall be included as part of the ADP Annual Report to the City Planning Commission. The Transfer records shall be available for public inspection.
 - c. Any Transfer approved pursuant to this Section shall be evidenced, prior to the issuance of a building permit, by a covenant approved by the Director, executed and recorded on the Donor Site and Receiver Site. The covenant shall specify the total floor area being Transferred from, and any remaining

floor area at, the Donor Site and shall restrict further development on the Donor Site to that amount of floor area, if any, remaining, unless additional floor area is subsequently Transferred to the Donor Site. After recordation, a copy bearing the Recorder's number and date shall be furnished to the Director and the General Manager for their records.

- B. **Floor Area Ratio Averaging.** Owners of legally defined lots located within the Specific Plan area may average permitted floor area, pursuant to the procedures of this Section.

1. **Limitation.** Any Project constructed with averaged floor area must comply with all regulations set forth in this Specific Plan.
2. **Procedures.** The Director shall administratively approve the averaging of unused permitted floor area for any Project which is a Unified Development. A Project which complies with this Specific Plan is determined to meet the requirements of a Unified Development.

At the time of floor area ratio averaging approval, a covenant running with the land shall be filed with the Director by the Applicants for the affected lots:

- a. guaranteeing to continue the operation and maintenance of the Project as a Unified Development;
 - b. indicating the floor area used on each parcel and the floor area potential, if any, that would remain;
 - c. guaranteeing the continued maintenance of the unifying design elements; and
 - d. specifying an individual or entity to be responsible and accountable for this maintenance. The Director shall include the status of the maintenance of the unifying design elements in his or her annual report.
3. **Timing.** The Director shall approve or disapprove the request within 15 days of the date of request submittal. Disapprovals of the request may be appealed by the Applicant to the Planning Commission, pursuant to procedures established by LAMC Section 12.24B.

Section 13. USES AND BUILDINGS MADE NON-CONFORMING BY THIS SPECIFIC PLAN

Any legally existing uses, buildings or structures which are made non-conforming by establishment of this Specific Plan shall be deemed to be legal, non-conforming uses and may continue to exist without termination. Any legal, non-conforming uses may not be expanded.

Section 14. INTERPRETATION

Whenever any ambiguity or uncertainty related to the application of this Specific Plan exists so that it is difficult to determine the precise application of these provisions, the Director shall, upon application by the property owner, issue interpretations on the Specific Plan requirements consistent with the purpose and intent of this Specific Plan.

The property owner may appeal the interpretation of the Director to the City Planning Commission and may appeal interpretations made by the City Planning Commission to the City Council. An appeal shall be made in writing upon a form provided by the Director accompanied by a fee of \$2,303.00. The appeal shall set forth specifically the basis of the appeal and the reasons why the interpretation should be reversed or modified. The appeal shall be filed within 15 days from the date of mailing (by first class mail) of the Director's interpretation. The time limits for the Commission's interpretation and the procedures and time limits for any appeal to the City Council from the Commission's interpretation shall be the same as the provisions set forth in LAMC Section 11.5.7D2 through 7.

Section 15. SEVERABILITY

If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other Specific Plan provisions, clauses or applications which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Specific Plan are declared to be severable.

110AD4 (031197)

TABLE 1

REGULATIONS FOR ESTABLISHMENTS SELLING ALCOHOLIC BEVERAGES AND
PERMITTING PUBLIC DANCING/LIVE ENTERTAINMENT

Union Station Site

Terminal Annex Site

On-Site Alcohol Consumption Establishments:

Number of Restaurant Establishments and Bar Establishments: A maximum of 16 Restaurant Establishments or Bar Establishments shall be permitted to sell a full line of alcoholic beverages and may be located either within other structures, including a hotel, or as a Free-Standing Establishment. Of these 16, a maximum of eight may operate as a Bar Establishment. No Bar Establishments shall be permitted as Free-Standing Establishments, except in conjunction with an Urban Entertainment Center, hotel, transit or conference center uses. Bar Establishments may be located in existing historic facilities, such as the Fred Harvey Restaurant.

Number of On-Site Alcohol Consumption Establishments in Hotels, Conference Center or a Sports Arena: A maximum of two hotels shall be permitted to sell a full line of alcoholic beverages: (i) as part of their banquet, lobby and room services; and (ii) within mini-bars located in each guest room. A maximum of one hotel conference center shall be permitted to sell a full line of alcoholic beverages as part of its banquet, lobby and meeting room services.

In lieu of one of these hotels, a sports arena facility shall be permitted to sell alcoholic beverages for on-site consumption, as follows: (i) beer and wine within concession establishments located on each level of the sports arena; (ii) a full line of alcoholic beverages within two sports arena restaurant/club establishments located within the facility; and, (iii) a full line of alcoholic beverages as part of the sports arena's service to luxury suites, club seats and private boxes.

Floor Area: A maximum of 112,000 square feet shall be permitted for Restaurant Establishments or Bar Establishments. A maximum of 64,000 square feet of the 112,000 square feet may be devoted to bar areas within Restaurant Establishments or within Bar Establishments. Within these limits, no area used exclusively for the service of alcoholic beverages (bar or cocktail area) shall exceed 4,000 square feet. No Bar Establishments shall exceed 7,500 square feet in size.

There shall be no limitation on floor area where alcoholic beverages may be sold in a Bar Establishment within a hotel, conference center or sports arena.

Public Dancing/Entertainment Establishments:

Number: A maximum of four Restaurant Establishments or Bar Establishments shall be permitted to have public dancing/entertainment.

On-site Alcohol Consumption in Restaurant Establishments and Bar Establishments:

Number: A maximum of nine Restaurant Establishments and Bar Establishments shall be permitted to sell a full line of alcoholic beverages and may be located within other structures or as a Free-Standing Establishment. Of these nine, a maximum of one may operate as a Bar Establishment. No Bar Establishment shall be permitted as a Free-Standing Establishment, except in conjunction with an Urban Entertainment Center, hotel, transit or conference center uses. The Bar Establishment may be located in an existing historic facility.

Floor Area: A maximum of 63,000 square feet shall be permitted for Restaurant Establishments and Bar Establishments. A maximum of 36,000 square feet of the 63,000 square feet may be devoted to Bar Establishments or bar areas within the Restaurant Establishments. Within these limits, no area used exclusively for the service of alcoholic beverages (bar or cocktail area) shall exceed 4,000 square feet. No Bar Establishments shall exceed 7,500 square feet in size.

Public Dancing/Entertainment Establishments:

Number: A maximum of two Restaurant Establishments or Bar Establishments shall be permitted to have public dancing/entertainment.

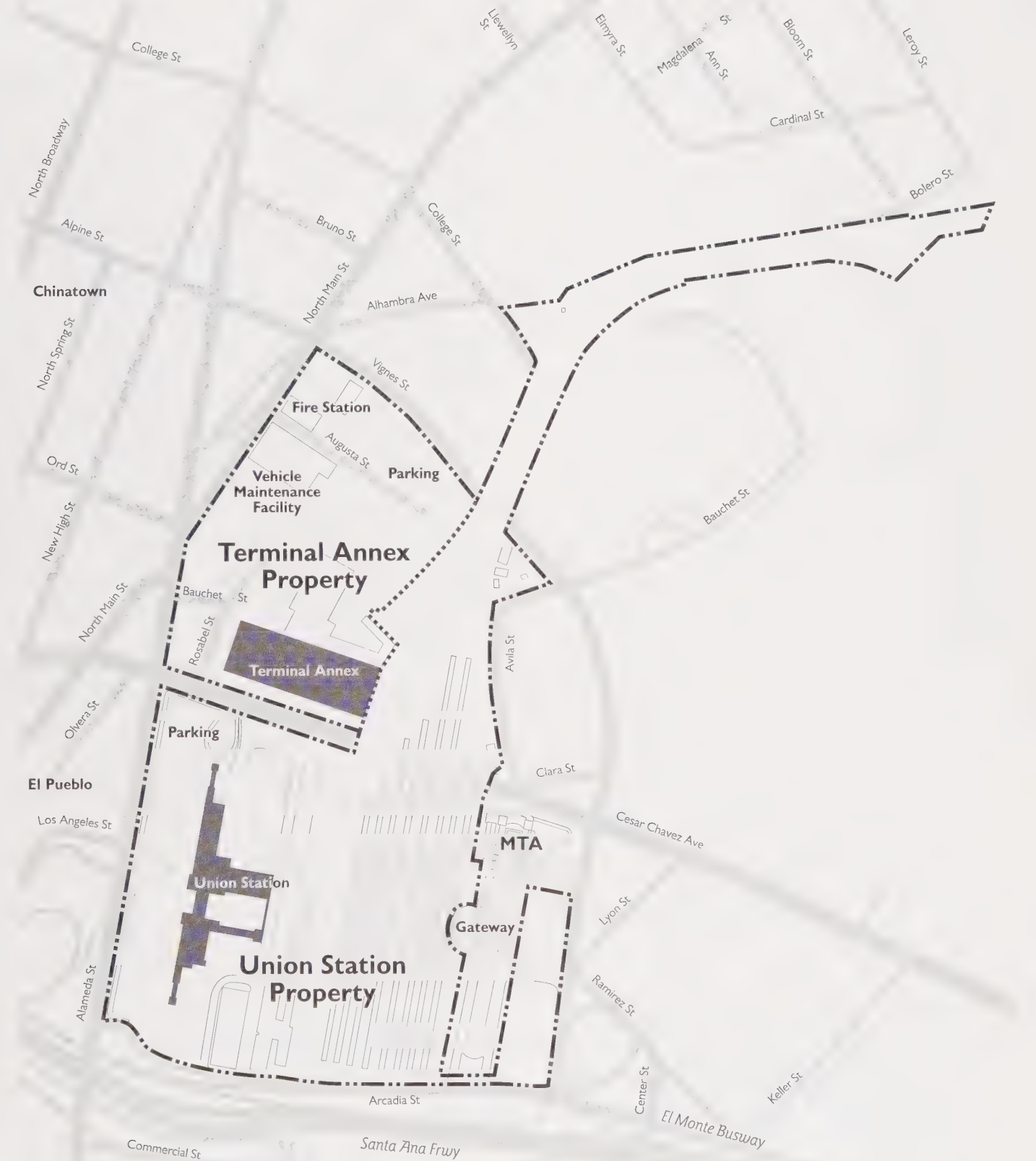
110AD4 (031197)

TABLE 2

CONDITIONS FOR ESTABLISHMENTS SERVING ALCOHOL
FOR ON-SITE CONSUMPTION

1. Owners, operators, managers and all employees serving alcohol to patrons shall enroll in and complete a certified training program for the responsible service of alcohol, which program is recognized by the Alcoholic Beverage Control Department of the State of California (ABC). This training shall be completed by new employees within four weeks of employment and shall be completed by all employees serving alcoholic beverages every 24 months.
2. The sale of distilled spirits by the bottle, for on-site consumption, is prohibited.
3. No employee, while working, shall solicit or accept any alcoholic or non-alcoholic beverage from any customer while on the premises. No employee, while working, shall be engaged for the specific purpose of sitting with or otherwise spending time with customers while on the premises.
4. No booth or group seating shall be installed which completely prohibits observation of the occupants.
5. A "Designated Driver Program" shall be operated to provide an alternate driver for patrons unable to safely operate a motor vehicle. This program may include, but shall not be limited to, free non-alcoholic drinks for the designated driver of each group of patrons and promotion of the program at each table within the establishment. Each operator shall submit details of the program to the Zoning Administrator for review and approval prior to the opening of any facility offering alcoholic beverages.
6. **Security.** A minimum of two State-licensed security personnel for the Terminal Annex site and a minimum of two for the Union Station site, under the control of the respective property owners, shall be provided. These security officers shall monitor and patrol areas where establishments selling alcohol for on-site consumption are located, during the hours of operation of the establishments. These security officers shall also patrol parking areas serving these establishments to prevent any unusual disturbances within the Project site and to assist and report, as necessary, to proper authorities any loitering, trespassing, or other criminal activities in the general vicinity of the Project site. The Los Angeles Police Department (LAPD) shall be notified of special events as far in advance as feasible.
7. **Police Consultation.** The Zoning Administrator shall consult with LAPD for recommendations regarding security measures for adequate protection to visitors and employees of the site, and impose those conditions which he or she deems to be necessary and feasible. The Zoning Administrator shall also notify the Los Angeles Police Department of the identity of each proposed operator of an establishment so that the LAPD can ascertain whether the operator has any prior record of criminal activity.
8. **Security Design Features.** The Project shall include appropriate security design features for semi-public and private spaces, which may include, but shall not be limited to: access control to buildings; secured parking facilities; walls/fences with key security; lobbies, corridors and elevators equipped with electronic surveillance systems; well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment; and location of toilet facilities or building entrances in high foot traffic areas.
9. The Applicant shall provide Project plans to the LAPD prior to finalization, to allow time to review the plans regarding additional crime prevention features appropriate to the design of the Project.
10. Restaurant Establishments shall maintain records which reflect separately the gross sales of food and non-alcoholic beverages and the gross sales of alcoholic beverages of the licensed premises. These records shall be kept at least on a quarterly basis and shall be made available to the Zoning Administrator or the Los Angeles Police Department.
11. Restaurant Establishments shall be maintained as bona fide eating places with an operational kitchen, and shall provide a menu containing an assortment of foods normally offered in these restaurants.
12. There shall be no promotional advertising on the exterior of the Specific Plan boundary which promotes or indicates the availability of alcoholic beverages. Nevertheless, nothing in this Specific Plan shall prohibit identification signage for these establishments on the exterior boundary of the Specific Plan area.
13. Amplified music from within any establishment shall not exceed 80 dB, when measured from outside the establishment.
14. Restaurant Establishments or Bar Establishments may serve alcohol 10:00 a.m. - 2:00 a.m., 7 days per week.
15. Public dancing/entertainment activities shall be permitted 9:00 p.m. - 4:00 a.m., 7 days per week. An area between 500 and 1,500 square feet shall be permitted within each public dancing/entertainment site for dancing purposes, with an average size of 1,000 square feet for each of the sites.
16. A copy of Tables 1 and 2 shall be retained on the premises in each establishment which serves alcoholic beverages at all times and shall be produced immediately upon the request of the Zoning Administrator or the Los Angeles Police Department.

110AD4 (031197)



- — — — — Specific Plan Boundary
- Subarea Boundary

Alameda District Specific Plan

Map I Specific Plan Area

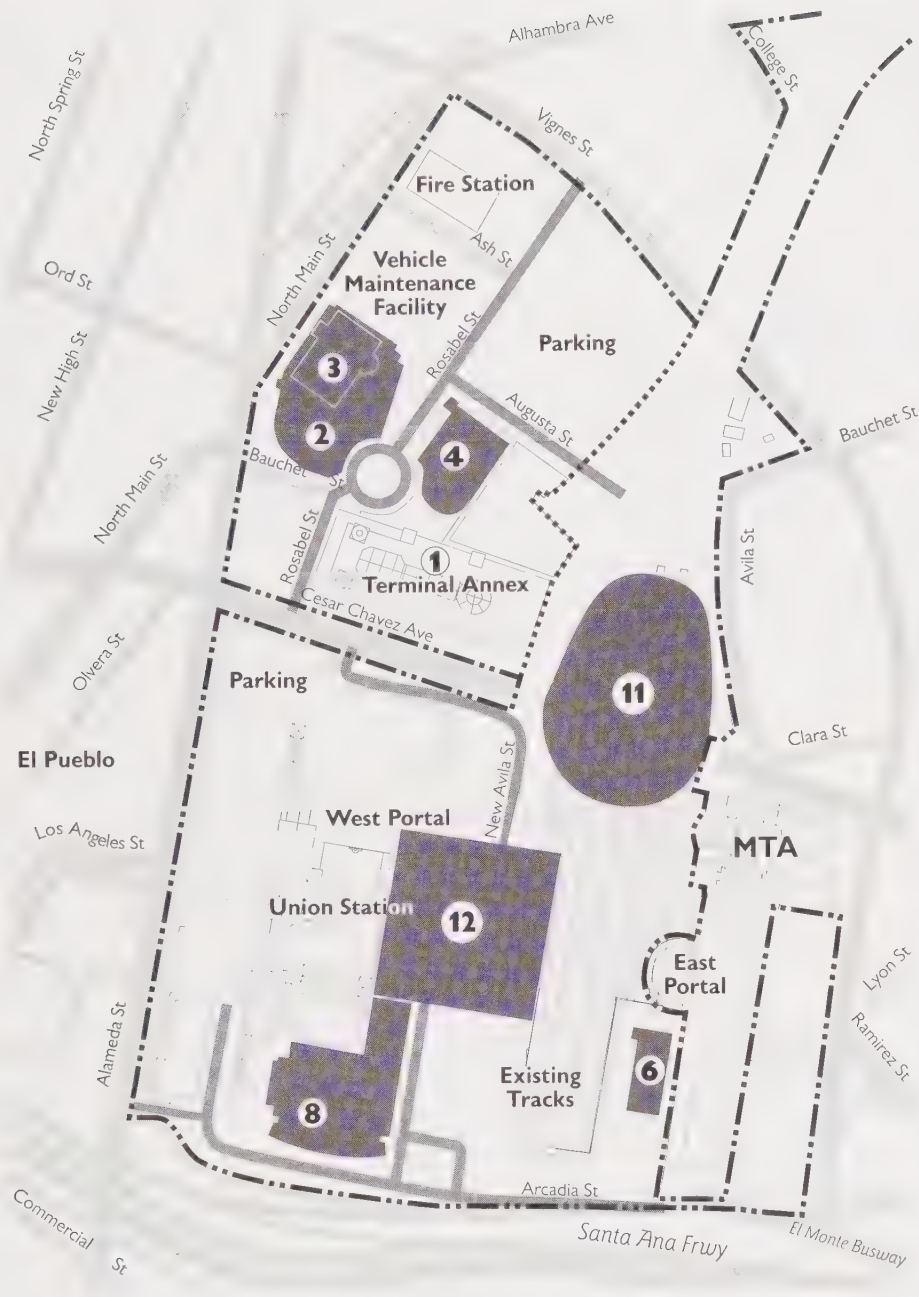


Terminal Annex Property				Union Station Property			
Bldg No	Use	Floor Area (Sq. Ft.)	Height	Bldg No	Use	Floor Area (Sq. Ft.)	Height
1	Government Office	457,000 ¹	4 Stories/80 Ft.	5	Stand-Alone Retail	100,000	3 Stories/60 Ft.
2	Commercial Office	200,000 ¹	4 Stories/60 Ft.	6	Government Office	255,000 ²	11 Stories/160 Ft.
3	Commercial Office	250,000 ¹	8 Stories/120 Ft.	7	Commercial Office	620,000 ²	25 Stories/350 Ft.
4	Commercial Office	400,000 ¹	12 Stories/180 Ft.	8	Government Office	540,000	12 Stories/180 Ft.
				9	Museum	70,000	3 Stories/45 Ft.
				10	Government Office	470,000 ²	16 Stories/240 Ft.

¹ Includes aggregate 100,00 sq. ft. of in-building retail space

² Includes aggregate 95,000 sq. ft. of in-building retail space

Phase I New and Adaptive Reuse Development Total: 3,362,000 Sq. Ft.



Terminal Annex Property				Union Station Property			
Bldg No	Use	Floor Area (Sq. Ft.)	Height	Bldg No	Use	Floor Area (Sq. Ft.)	Height
1	Government Office	457,000 ²	4 Stories/80 Ft.	6	Government Office	255,000	11 Stories/160 Ft.
2	Commercial Office	200,000 ²	4 Stories/60 Ft.	8	Government Office	540,000	12 Stories/180 Ft.
3	Commercial Office	250,000 ²	8 Stories/120 Ft.	11	Sports Arena	625,000	190 Ft. Above Grade of Tracks
4	Commercial Office	400,000 ²	12 Stories/180 Ft.	12	Urban Entertainment Center	300,000	3 Stories/60 Ft.

¹ Building Nos. 5, 7, 9 and 10 shown on MAP 2 would not be constructed on the Union Station Site with this alternative during Phase I

² Includes aggregate 1,000,000 sq. ft. of in-building retail space

Phase I Alternative New and Adaptive Reuse Development Total: 3,027,000 Sq Feet



Phase II (Terminal Annex & Union Station)






Use	Floor Area (Sq. Ft.)
Commercial Office	4,480,000 ¹
Government Office	1,520,000 ¹
Hotel (750 Rooms) and Conference Center	1,050,000
Residential (300 Units)	300,000
Stand-Alone Retail	150,000

¹Includes aggregate 220,000 sq. ft. of in-building retail space

Phase II Total: 7,500,000 Sq. Ft.

Total Specific Plan New and Adaptive Reuse Development: 10,862,000 Sq. Ft.

With Phase I Alternative: 10,527,000 Sq. Ft.

-  Proposed Buildings For Phase I
-  Proposed Areas for Buildout Phase
-  Proposed New Streets
-  Specific Plan Boundary
-  Subarea Boundary





Not to Scale

Height Not to Exceed 45 Ft.



Height Not to Exceed 60 Ft.



Historic Subarea



Proposed New Streets

APPENDIX A URBAN DESIGN GUIDELINES

A. COMMERCIAL AND MIXED USE PROJECTS.

1. Commercial Projects shall incorporate Open Space areas in order to comply with the minimum acreage total requirements specified in Section 5 B 5. Open Space areas shall be designed to provide a diversity in their size and character throughout the ADP site. Such Open Space areas may be provided through one or more of the following, or similar features: plaza; courtyard; or, planted area. Open Space areas shall contain a minimum of 25% landscaped area, which may be comprised of trees, shrubs, ground covers, grass crete or planters.
2. Commercial Projects shall provide pedestrian access through the use of arcades, connecting plazas or Open Spaces. These pedestrian features shall be designed to provide easy access to transit facilities, by linking with primary pedestrian corridors. Open Spaces, plazas, walkways or other pedestrian-related areas should incorporate intermittent arcades to provide shelter to pedestrians during inclement weather.
3. Commercial Projects other than a sports arena shall be designed in an architectural style and character which is complementary with the historic Union Station and Terminal Annex buildings. They should be neutral in color, using stone, masonry, concrete or plaster materials.
4. Commercial Projects other than a sports arena should utilize scale devices which reduce the appearance of building mass or bulk at the first floor level, in order to create a pedestrian-oriented building scale. First floor devices which may be used include more building detail and articulation, use of clear glass, landscaped wall coverings, or decorative wall coverings. Reflective glass should not be used.

B. RESIDENTIAL PROJECTS.

1. Open Space areas between residential buildings and rail facilities shall incorporate extensive visual screening and landscaping as a buffer between the two land uses.
2. All open areas not used for driveways, parking areas or recreational facilities shall be attractively landscaped and maintained.

APPENDIX A (Continued)

URBAN DESIGN GUIDELINES

3. Residential Projects shall encourage pedestrian access, through the use of arcades, connecting plazas or open spaces. These pedestrian features shall be designed to provide easy access to transit facilities, by linking with primary pedestrian corridors.
4. Residential Projects shall be designed in an architectural style and character which is complementary with the historic Union Station and Terminal Annex buildings. They should be light or neutral in color, using stone, masonry, concrete or plaster materials with recessed or punched windows, terraces and balconies as appropriate.

C. SPORTS ARENA PROJECT.

1. A sports arena structure shall be separated from residential buildings or mixed-use commercial/residential buildings by a minimum of 40 feet.
2. A sports arena structure shall incorporate an entrance plaza, to provide adequate space for arena patrons to gather during peak periods of arena-generated pedestrian activity.
3. The sports arena entrance plaza shall incorporate landscaping, which may be comprised of trees, shrubs, ground cover, grass crete or planters.
4. A sports arena entrance plaza shall be designed to provide easy access to transit facilities, by linking with primary pedestrian corridors.
5. A sports arena use shall be encouraged to utilize shared parking with commercial office uses.
6. Setback or separation areas between arena facilities and residential buildings shall incorporate visual screening and landscaping so as to provide an additional buffer between the two land uses.
7. The Los Angeles Police Department shall be consulted in the design and operational conditions of a sports arena facility.

**APPENDIX B
TRIP GENERATION TABLE**

LAND USE	UNITS	PHASE I			PHASE II		
		TRIPS PER UNIT			TRIPS PER UNIT		
		In	Out	Total	In	Out	Total
Residential	DU's ¹	0	0	0	0.25	0.18	0.43
Office	1,000 SF ²	0.09	0.45	0.55	0.05	0.24	0.29
Retail							
Ground Floor	1,000 SF	0.99	0.99	1.98	0.77	0.77	1.54
Local/Community	1,000 SF	0.98	0.98	1.96	0.77	0.77	1.54
Hotel	Room	0	0	0	0.15	0.11	0.26
Restaurant	1,000 SF	1.60	0.86	2.46	1.14	0.51	1.75
Museum	1,000 SF	0.84	1.49	2.33	0.78	1.39	2.17
Urban Entertainment Complex	1,000 SF	0.63	0.63	1.25	0.44	0.44	0.88
Sports Arena	Seats	0.03	0	0.03	0.03	0	0.03

¹ Dwelling Units

² Square Feet

APPENDIX C

PHASE I TRAFFIC IMPROVEMENTS

1. **Alameda and Aliso.** Restripe and/or widen on east side to add northbound right turn lane.
2. **Alameda and Los Angeles.** Widen on east side to add northbound right turn lane. Restripe exit driveway for one left turn; one thru-left turn; and, one thru-right turn lane.
3. **Alameda and Cesar Chavez.** Widen Alameda on east side to add northbound right turn lane.
4. **Alameda and North Main.** Realign intersection to four-way configuration and eliminate offset. Provide westbound exit driveway for one left turn and one right turn lane. Restripe east bound approach for one left turn lane, one thru/left and one thru/right lane. Prohibit northbound left turn to Ord. Provide southbound left turn to ADP site. Restrict Ord Street to right-in/right-out only.
5. **Alameda and Alpine.** Restripe northbound Alameda from two to three lanes between Alpine and North Main. Restripe northbound approach at Alpine to provide one left turn, two thru, and one thru-right lane.
6. **Vignes and Cesar Chavez.** Implement Phase 2 Gateway improvements. Widen north side of Cesar Chavez, west of Vignes, to provide east/west double left turn lanes. Widen east side of Vignes to add northbound right turn lane.
7. **Mission and Cesar Chavez.** Widen and restripe southbound approach for one right turn, one thru-right, one thru and one left-turn lane.
8. **Alpine and College.** Convert Alpine/College to a one-way couplet, between Hill and Alameda. (Fair share contribution)
9. **Center Street south of Jackson.** Contribute to roadway widening to major highway standard. (Fair share contribution)

Notes: These improvements assume a Phase I overall person trip goal of 65 % transit/rideshare and 35 % drive alone (office uses).

APPENDIX C (Continued)

PHASE I TRAFFIC IMPROVEMENTS

These improvements also assume the following thresholds for a significant transportation impact, measured as an increase in the Volume/Capacity (V/C) Ratio at an intersection, Link, or freeway ramp:

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table and formula:

<u>Level of Service (LOS)</u>	<u>Final V/C Ratio</u>	<u>Project Related Increase in V/C</u>
C	0.700-0.800	Equal to or greater than 0.040
D	0.801-0.900	Equal to or greater than 0.020
E,F	> 0.901	Equal to or greater than 0.010

2. A transportation impact on a Link shall be deemed "significant" in accordance with the following table and formula:

<u>LOS</u>	<u>Final V/C Ratio</u>	<u>Project Related Increase in V/C</u>
C	> 0.700-0.800	Equal to or greater than 0.080
D	> 0.801-0.900	Equal to or greater than 0.040
E,F	> 0.901	Equal to or greater than 0.020

When the LOS remains at C, D or E after Project-related increases, or remains at LOS F with an increase in V/C of 0.05 or less, then intersection improvements (or their equivalent) are the appropriate type of mitigation. If the resultant LOS is F with an increase in V/C that is greater than 0.05, then street widening, adding lanes, constructing new or parallel facilities (or their equivalent) are the appropriate type of mitigation.

3. A transportation impact on a freeway ramp shall be deemed "significant" in accordance with the following formula:

A V/C ratio increase of 0.02 or greater, causing or worsening LOS F.

APPENDIX C (Continued)
PHASE I TRAFFIC IMPROVEMENTS

TABLE 1
PHASE I TRAFFIC IMPROVEMENT COST PERCENTAGES (ESTIMATE)

Improvement	% of Total ADP Improvement Cost	Estimated Cost (\$)¹
Intersections		
1. Alameda/Aliso	4.5%	\$150,000
2. Alameda/Los Angeles	4.1%	135,000
3. Alameda/Cesar Chavez	4.2%	140,000
4. Alameda/North Main	4.2%	140,000
5. Alameda/Alpine	2.7%	90,000
6. Vignes/Ramirez	14.8%	492,000
7. Mission/Cesar Chavez	6.4%	215,000
Roadways		
8. Alpine/College Couplet	4.8%	320,000
9. Center Street	54.3%	3,620,000
Totals	100%	

TABLE 2
PHASE I FAIR SHARE PERCENTAGES

Improvement	% ADP Fair Share
Intersections	
1. Alameda/Aliso	100%
2. Alameda/Los Angeles	100%
3. Alameda/Cesar Chavez	100%
4. Alameda/North Main	100%
5. Alameda/Alpine	100%
6. Vignes/Ramirez	100%
7. Mission/Cesar Chavez	100%
Roadways	
8. Alpine/College Couplet	50%
9. Center Street	50%

¹ Preliminary 1995 cost estimates only. Cost shall be verified by B-permit process.

APPENDIX D

PHASE II TRAFFIC IMPROVEMENTS

1. **Alameda and Aliso.** Widen westbound to add west bound right turn lane. Coordinate with Caltrans for right-of-way and approval.
2. **Alameda and Los Angeles.** Reconfigure intersection and relocate to south of island on east leg. Provide westbound exit driveway of two left turn lanes, one thru lane and one thru-right lane. Restripe northbound to provide left turn lane.
3. **Alameda and North Main (North Intersection).** Reconfigure intersection at midblock between Bauchet and Alpine. Signalize if necessary. (Fair share contribution)
4. **North Main and Vignes.** Widen east side of North Main to add northbound left turn or northbound right turn lane.
5. **Broadway south of Interstate 5 Freeway.** Provide reversible lanes within existing ROW on Broadway, between Avenue 18 and I-5; or, provide additional turn lanes at the intersections of Broadway and the I-5 Freeway ramps.
6. **North Spring north of Sotelo.** Widen Spring to add center left turn lane. (Fair share contribution)
7. **Alameda between Temple and First.** Improve to 6 lanes, southbound side of street only. Northbound to be done by others. (Fair share contribution)
8. **College between North Spring and railroad tracks.** Improve to two lane road with curbs, sidewalks and flared intersections.
9. **Commercial Street extension and tunnel.** Extend Commercial Street east of Center Street over LA River to Mission Road as one-way eastbound two or three lane street (east of Vignes). Retain two-way Commercial Street west of Vignes. Relocate eastbound off-ramp at Hewitt to Vignes. Remove eastbound off-ramp at Mission Road and remove eastbound on-ramp at Hewitt (part of planned freeway realignment project by Caltrans). Remove eastbound on-ramp at Vignes. Provide two-way two-lane tunnel from Commercial Street, below freeway, to connect to P-1 level in Union Station. (Fair share contribution)

Notes: These improvements assume a Phase II overall person trip goal of 80% transit/rideshare and 20% drive alone (office uses).

APPENDIX D (Continued)

PHASE II TRAFFIC IMPROVEMENTS

These improvements also assume the following thresholds for a significant transportation impact, measured as an increase in the Volume/Capacity (V/C) Ratio at an intersection, Link, or freeway ramp:

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table and formula:

<u>Level of Service (LOS)</u>	<u>Final V/C Ratio</u>	<u>Project Related Increase in V/C</u>
C	0.700-0.800	Equal to or greater than 0.040
D	0.801-0.900	Equal to or greater than 0.020
E,F	> 0.901	Equal to or greater than 0.010

2. A transportation impact on a Link shall be deemed "significant" in accordance with the following table and formula:

<u>LOS</u>	<u>Final V/C Ratio</u>	<u>Project Related Increase in V/C</u>
C	> 0.700-0.800	Equal to or greater than 0.080
D	> 0.801-0.900	Equal to or greater than 0.040
E,F	> 0.901	Equal to or greater than 0.020

When the LOS remains at C, D or E after Project-related increases, or remains at LOS F with an increase in V/C of 0.05 or less, then intersection improvements (or their equivalent) are the appropriate type of mitigation. If the resultant LOS is F with an increase in V/C that is greater than 0.05, then street widening, adding lanes, constructing new or parallel facilities (or their equivalent) are the appropriate type of mitigation.

3. A transportation impact on a freeway ramp shall be deemed "significant" in accordance with the following formula:

A V/C ratio increase of 0.02 or greater, causing or worsening LOS F.

APPENDIX D (Continued)
PHASE II TRAFFIC IMPROVEMENTS

TABLE 1
PHASE II IMPROVEMENT COST PERCENTAGES (ESTIMATE)

Improvement	% of Total ADP Improvement Cost	Estimated Cost (\$) ¹
Intersections		
1. Alameda/Aliso	3.0%	\$275,000
2. Alameda/Los Angeles	5.6%	515,000
3. Alameda/North Main (N)	2.1%	375,000
4. North Main/Vignes	1.0%	95,000
Roadways		
5. N. Broadway	16.4%	1,500,000
6. N. Spring Street	6.3%	1,440,000
7. Alameda St. (Temple-1st)	2.5%	1,530,000
8. College St. (Spring - RR)	7.1%	645,000
9a. Commercial Street Extension	23.6%	14,340,000
9b. Commercial Street/Tunnel	32.4%	8,465,000
Totals	100%	

TABLE 2
PHASE II IMPROVEMENT FAIR SHARE PERCENTAGES

Improvement	% ADP Fair Share
Intersections	
1. Alameda/Aliso	100%
2. Alameda/Los Angeles	100%
3. Alameda/North Main (N)	50%
4. North Main/Vignes	100%
Roadways	
5. N. Broadway	100%
6. N. Spring Street	40%
7. Alameda St. (Temple-1st)	15%
8. College St. (Spring - RR)	100%
9a. Commercial Street Extension	15%
9b. Commercial Street Tunnel	35%

¹ Preliminary 1995 cost estimates only. Cost shall be verified by B-permit process.

APPENDIX E

HISTORIC PRESERVATION AND REHABILITATION GUIDELINES

Other than the demolitions specified in Section 8.C of this Specific Plan, the following standards shall apply:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
3. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.
5. Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy elements of historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if they were removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

APPENDIX F ENVIRONMENTAL IMPACT THRESHOLDS

The following table indicates the areas of environmental impact which were quantified by the Specific Plan's EIR. So long as a Project does not cause the Specific Plan area to exceed any of these thresholds, no further environmental review is required for individual Projects. If a Project exceeds any of the thresholds, or creates an impact in an area not indicated in this table, then additional environmental review is required.

Impact Area	Cumulative Threshold
Grading	Excavation limited to 60 feet in depth from existing grade.
	Maximum of 2,731,500 cubic yards of earth to be excavated.
Air Quality	Peak daily emissions for <u>construction</u> activities: CO = 621 lbs/day ROC = 3,099 lbs/day Nox = 199 lbs/day Sox = 5 lbs/day PM10 = 777 lbs/day Asbestos = 317 lbs/day
	Peak daily emissions for <u>operational</u> activities: CO = 7,630 lbs/day ROC = 331 lbs/day Nox = 760 lbs/day Sox = < 1 lb/day PM10 = 149 lbs/day
Meteorology	Wind speeds of less than 11 mph for strolling activities.
	Wind speeds of less than 7 mph for outdoor dining activities.
Surface Water Runoff	A maximum of 61 acres of impervious surface.
Water Usage and Flow	Maximum increase of 3,155,916 gallons/day usage.
	Minimum of 12,000 gallons/minute water flow.
Solid Waste	Construction: Earth excavation = 2,731,500 cubic yards Demolition = 560,000 square feet

APPENDIX F (Continued)
ENVIRONMENTAL IMPACT THRESHOLDS

Impact Area	Cumulative Threshold
	Operational: Maximum increase of 83,033 lbs/day
Sanitary Sewers	Maximum increase of 2,629,930 gallons/day
Energy Conservation	Construction: Peak day = maximum 3,665 gallons/day of diesel fuel
	Operational: Maximum increase of 175.26 million kWh/year of electricity Maximum increase of 380.79 million cf/year of natural gas
Housing	Maximum of 300 dwelling units.

The following table indicates the amount (in units of construction) of one land use which can be substituted for another land use and not exceed the maximum permitted Trips specified in this Specific Plan. Conversion is in both directions.

CONVERSION TABLE FOR ALTERNATIVE LAND USES				
Use	Unit		Unit	Use
Residential	1DU	< = >	0.84 KSF ¹	Office
Urban Entertainment Center				
200KSF Facility	1 KSF	< = >	2.64 KSF	Office
250KSF	1 KSF	< = >	2.44 KSF	Office
300KSF	1 KSF	< = >	2.28 KSF	Office
350KSF	1 KSF	< = >	2.15 KSF	Office
400KSF	1 KSF	< = >	2.05 KSF	Office
450KSF	1 KSF	< = >	1.97 KSF	Office

APPENDIX F (Continued)
ENVIRONMENTAL IMPACT THRESHOLDS

CONVERSION TABLE FOR ALTERNATIVE LAND USES				
Use	Unit		Unit	Use
Urban Entertainment Center				
500KSF Facility	1 KSF	< = >	1.89 KSF	Office
550KSF	1 KSF	< = >	1.83 KSF	Office
600KSF	1 KSF	< = >	1.77 KSF	Office
650KSF	1 KSF	< = >	1.72 KSF	Office
700KSF	1 KSF	< = >	1.68 KSF	Office
200KSF	1 KSF	< = >	0.74 KSF	Retail
250KSF	1 KSF	< = >	0.69 KSF	Retail
300KSF	1 KSF	< = >	0.64 KSF	Retail
350KSF	1 KSF	< = >	0.61 KSF	Retail
400KSF	1 KSF	< = >	0.58 KSF	Retail
450KSF	1 KSF	< = >	0.55 KSF	Retail
500KSF	1 KSF	< = >	0.53 KSF	Retail
550KSF	1 KSF	< = >	0.51 KSF	Retail
600KSF	1 KSF	< = >	0.50 KSF	Retail
650KSF	1 KSF	< = >	0.49 KSF	Retail
700KSF	1 KSF	< = >	0.47 KSF	Retail
200KSF	1 KSF	< = >	5.70 KSF	Hotel²
250KSF	1 KSF	< = >	5.27 KSF	Hotel
300KSF	1 KSF	< = >	4.92 KSF	Hotel
350KSF	1 KSF	< = >	4.65 KSF	Hotel
400KSF	1 KSF	< = >	4.44 KSF	Hotel

APPENDIX F (Continued)
ENVIRONMENTAL IMPACT THRESHOLDS

Impact Area	Cumulative Threshold
	Operational: Maximum increase of 83,033 lbs/day
Sanitary Sewers	Maximum increase of 2,629,930 gallons/day
Energy Conservation	Construction: Peak day = maximum 3,665 gallons/day of diesel fuel
	Operational: Maximum increase of 175.26 million kWh/year of electricity Maximum increase of 380.79 million cf/year of natural gas
Housing	Maximum of 300 dwelling units.

The following table indicates the amount (in units of construction) of one land use which can be substituted for another land use and not exceed the maximum permitted Trips specified in this Specific Plan. Conversion is in both directions.

CONVERSION TABLE FOR ALTERNATIVE LAND USES				
Use	Unit		Unit	Use
Residential	1DU	< = >	0.84 KSF ¹	Office
Urban Entertainment Center				
200KSF Facility	1 KSF	< = >	2.64 KSF	Office
250KSF	1 KSF	< = >	2.44 KSF	Office
300KSF	1 KSF	< = >	2.28 KSF	Office
350KSF	1 KSF	< = >	2.15 KSF	Office
400KSF	1 KSF	< = >	2.05 KSF	Office
450KSF	1 KSF	< = >	1.97 KSF	Office

APPENDIX F (Continued)
ENVIRONMENTAL IMPACT THRESHOLDS

CONVERSION TABLE FOR ALTERNATIVE LAND USES				
Use	Unit		Unit	Use
Urban Entertainment Center				
500KSF Facility	1 KSF	< = >	1.89 KSF	Office
550KSF	1 KSF	< = >	1.83 KSF	Office
600KSF	1 KSF	< = >	1.77 KSF	Office
650KSF	1 KSF	< = >	1.72 KSF	Office
700KSF	1 KSF	< = >	1.68 KSF	Office
200KSF	1 KSF	< = >	0.74 KSF	Retail
250KSF	1 KSF	< = >	0.69 KSF	Retail
300KSF	1 KSF	< = >	0.64 KSF	Retail
350KSF	1 KSF	< = >	0.61 KSF	Retail
400KSF	1 KSF	< = >	0.58 KSF	Retail
450KSF	1 KSF	< = >	0.55 KSF	Retail
500KSF	1 KSF	< = >	0.53 KSF	Retail
550KSF	1 KSF	< = >	0.51 KSF	Retail
600KSF	1 KSF	< = >	0.50 KSF	Retail
650KSF	1 KSF	< = >	0.49 KSF	Retail
700KSF	1 KSF	< = >	0.47 KSF	Retail
200KSF	1 KSF	< = >	5.70 KSF	Hotel²
250KSF	1 KSF	< = >	5.27 KSF	Hotel
300KSF	1 KSF	< = >	4.92 KSF	Hotel
350KSF	1 KSF	< = >	4.65 KSF	Hotel
400KSF	1 KSF	< = >	4.44 KSF	Hotel

APPENDIX F (Continued)
ENVIRONMENTAL IMPACT THRESHOLDS

CONVERSION TABLE FOR ALTERNATIVE LAND USES				
Use	Unit		Unit	Use
Urban Entertainment Center 450KSF	1 KSF	< = >	4.25 KSF	Hotel
	500KSF	< = >	4.09 KSF	Hotel
	550KSF	< = >	3.95 KSF	Hotel
	600KSF	< = >	3.82 KSF	Hotel
	650KSF	< = >	3.72 KSF	Hotel
	700KSF	< = >	3.62 KSF	Hotel
Sports Arena³	100 Seats	< = >	5.13 KSF	Office
	1 KSF	< = >	1.79 KSF	

- Notes: ¹ Thousand Square Feet
² Assumes average 1,350 square feet per hotel room.
³ Assumes average 28.41 square feet per sports arena seat (22,000 seat, 625,000 square foot arena).

APPENDIX G

ENVIRONMENTAL IMPACT MITIGATION MEASURES

Impact Area Mitigation Measure	Monitoring/Enforcing Agency
<p>ARCHAEOLOGICAL RESOURCES</p> <p>Phase I and Phase II</p> <p>1. In order to mitigate identified potentially significant impacts to less than significant levels, the following mitigation measures will be required during all construction of new development under the ADP. The measures listed below will allow for the recovery of archaeological remains, should any additional remains be encountered by excavation in the ADP area, along with associated geologic and geographic site data, these should then be preserved in a museum repository, where they would be available for future study by qualified investigators. As appropriate, these measures shall be conducted prior to and during excavation for subterranean structures below the artificial fill. With the exception of laboratory tasks and reporting requirement, no mitigation measures will be required after excavation has been completed.</p> <p>Mitigation recommendations are offered as options subject to implementation, depending upon whether or not significant cultural resources are actually encountered, once ground-breaking begins. The most appropriate forms of cultural resources mitigation, as a means of ameliorating the potential adverse impacts resulting from proposed construction on the ADP, involve both additional archival work and fieldwork.</p>	City of Los Angeles Department of Building and Safety.
<p>Project Pre-Construction</p> <p>2. Prior to the initiation of construction, a written historical reconstruction of each specific location shall be conducted, utilizing maps, photographs, census data, etc. Such additional research should be conducted on a building-site-by-building-site basis, as development is proposed over an extended period of time and some areas are not proposed for new construction. A record of historical reconstruction should include information obtained from sources including, but not limited to, the following data: maps, property ownership, street locations, street addresses, directories, and census information. Historical reconstruction for the entire area is currently underway by the Chinese Historical Society of Southern California and by staff members of El Pueblo de los Angeles Historic Park. To the extent feasible, this work can be comparatively evaluated with the ADP area to contribute to the historical re-evaluated construction for the project site. Once a written historical reconstruction has been completed for the specific construction location, the archival mitigation requirement should be considered as satisfied; and all following mitigation steps, as necessary, lie within the realm of fieldwork.</p>	City of Los Angeles Department of Building and Safety.
<p>Project Construction</p> <p>3. Archaeological monitoring of all subsurface excavation shall be required within the potentially significant historic and prehistoric stratigraphic levels to ensure that no cultural resources are buried under existing development contained within the project property. Below these levels, once sterile soil is encountered and it can be determined that no stratigraphically lower levels masked by thin sterile deposits exist, archaeological monitoring should not be necessary. If such monitoring of the cultural levels (i.e., the fill brought in to cover the old pre-construction surface, the surface itself, and any historic and/or prehistoric cultural levels below it) indicates the absence of significant archaeological deposits, then mitigation of adverse impacts has been achieved in that location, and no additional archaeological work is necessary.</p>	City of Los Angeles Department of Building and Safety.

APPENDIX G (Continued)
ENVIRONMENTAL IMPACT MITIGATION MEASURES

Impact Area Mitigation Measure	Monitoring/Enforcing Agency
<p>4. In the event that potentially significant cultural resources are encountered during the course of construction, all development must cease in the immediate area of the cultural resource until the cultural resources are properly assessed and subsequent recommendations are determined by a qualified archaeologist. This measure is designed to prevent any cultural resources from being damaged and/or destroyed during project development. In addition, the designated depository, as well as the applicant's archaeologist, must be notified immediately if subsurface cultural materials are discovered.</p> <p>If monitoring reveals problematic archaeological deposits, then additional mitigation steps may be required. Such steps include test excavations to reveal whether such deposits are significant or insignificant. If they are determined to be of little or no significance, then no additional archaeological work is necessary. However, if such deposits are determined to be significant, then salvage excavation of a representative sample might be required. Such decisions can only be made on a case-by-case basis depending upon the specific stratigraphic situation discovered for each proposed construction location.</p>	<p>City of Los Angeles Department of Building and Safety</p>
<p>5. Demolition of existing structures or pavements and controlled removal of at least 10, and possibly up to 15, vertical feet of overburden may be necessary prior to actual initiation of any intensive archaeological mitigation work. This is recommended over costly and redundant archaeological test excavations via deep exploratory trenching at the outset, which could miss deeply buried deposits of limited horizontal extent. At minimum, a physical inspection of any and all historic or prehistoric archaeological deposits must be made prior to a determination of significance. Badly disturbed deposits may require test excavation for determination of significance. Such inspection or testing can only be made if archaeological monitoring is conducted concomitantly with initial grading. Only if such deposits can be determined significant should they be mitigated through archaeological salvage excavations.</p>	<p>City of Los Angeles Department of Building and Safety</p>
<p>6. Artifacts determined to be prehistorically or historically significant should be preserved and provided to the designated depository for research purposes.</p>	<p>City of Los Angeles Department of Building and Safety.</p>
<p>PALEONTOLOGICAL RESOURCES</p>	
<p>Phase I and Phase II</p>	
<p>1. The measures listed will allow for the recovery of fossil remains, should any additional remains be encountered by excavation in the ADP area, and associated geologic and geographic site data, and for their preservation in a museum repository, where they would be available for future study by qualified investigators. As appropriate, these measures shall be conducted prior to and during excavation for subterranean structures below the artificial fill.</p>	<p>City of Los Angeles Department of Planning/Department of Building and Safety.</p>
<p>Pre-construction</p>	
<p>2. Prior to any earth-moving activity in the ADP area, the applicant shall retain the services of a qualified vertebrate paleontologist approved to manage a paleontologic resource impact mitigation program. The contracted person or firm shall have experience in conducting similar programs in areas underlain by rock units containing large and small land mammal remains.</p>	<p>City of Los Angeles Department of Planning/Department of Building and Safety</p>
<p>3. The program manager shall prepare a treatment plan with a discovery clause to allow for the salvage and treatment of an unusually large or productive fossil occurrence that cannot be recovered and/or processed without diverting personnel from monitoring. The treatment plan shall specify the procedures and costs involved with rock sample recovery, processing, and sorting; or large specimen recovery, preparation, and stabilization; and identification, cataloguing, curation, and storage of such an occurrence. The discovery clause shall specify when and how the treatment plan would be initiated.</p>	<p>City of Los Angeles Department of Planning/ Department of Building and Safety</p>

APPENDIX G (Continued) ENVIRONMENTAL IMPACT MITIGATION MEASURES

Impact Area Mitigation Measure	Monitoring/Enforcing Agency
Construction	
4. A field supervisor, in consultation with a qualified paleontologist, shall monitor excavation on a part-time basis once excavation has encountered the alluvium below the artificial fill. If fossil remains are uncovered by excavation, monitoring shall be increased during excavation.	City of Los Angeles Department of Building and Safety
5. Monitoring shall consist of examining excavations and spoils for larger fossil remains, and test screening spoils for smaller fossil remains. If larger fossil remains are encountered by earth moving, the field supervisor shall have the authority to temporarily divert earth moving around the fossil site until the remains have been examined, their importance determined, the remains removed, if warranted, and earth moving allowed to proceed through the site. To ensure earth moving is not delayed, the field supervisor, if warranted, shall have the earth-moving contractor assist in moving the remains to an adjacent location for later transport to a museum or laboratory facility.	City of Los Angeles Department of Building and Safety
6. The field supervisor shall instruct construction personnel on their responsibilities and the procedures to be implemented if fossil remains are encountered when the monitor is not on-site.	City of Los Angeles Department of Building and Safety
7. If fossil remains are encountered, earth moving shall be diverted around the fossil site until the field supervisor or paleontologist has been called to the site and examined the remains, determined their importance, removed the remains, if warranted, and allowed earth moving to proceed through the site.	City of Los Angeles Department of Building and Safety
8. If smaller fossil remains are found by test screening, the monitor shall flag the fossiliferous spoils to ensure they are not disturbed by earth moving, evaluate the spoils by additional test screening, and, if determined sufficiently productive, recover a sample (not to exceed 6,000 pounds) of the spoils or undisturbed sediment at the fossil site for processing. To ensure earth moving is not delayed, the monitor, if warranted, shall have the earth-moving contractor assist in moving the sample to an adjacent location for later transport to a museum or laboratory facility.	City of Los Angeles Department of Building and Safety
9. Any fossil site discovered as the result of monitoring shall be plotted on a map of the ADP area.	City of Los Angeles Department of Planning/Department of Building and Safety
10. Following the completion of monitoring, any fossil remains or fossiliferous rock sample shall be provided to a museum or laboratory facility for processing, sorting, preparation, stabilization, identification, and curation, and preparation of findings describing the scientific importance of any recovered fossil remains. The specimens and associated geologic and geographic site data shall be placed in a museum collection for permanent storage.	City of Los Angeles Department of Building and Safety
HISTORICAL RESOURCES	
Phase I and Phase II	
1. Buildings or structures constructed adjacent to the Union Station Terminal on the Union Station Site shall have an orthogonal relationship to the Terminal and adjacent public and/or private streets, if physically feasible.	City of Los Angeles Cultural Affairs Department/Department of Planning
2. The Union Station Terminal Clock Tower shall be treated as the dominant vertical element along the Alameda Street frontage of the Union Station Site.	City of Los Angeles Cultural Affairs Department/Department of Planning

APPENDIX G (Continued)
ENVIRONMENTAL IMPACT MITIGATION MEASURES

Impact Area Mitigation Measure	Monitoring/Enforcing Agency
3. All historic buildings or portions of historic buildings to be removed shall be documented with black and white archival photographs showing all views plus significant exterior and interior architectural or construction details, keyed to a map of the site. This documentation shall include large format photography and measured drawings. The photographs and plans prepared as mitigation should be submitted to the Los Angeles Conservancy and the City Planning Department for inclusion in their architectural and cultural resources surveys.	City of Los Angeles Cultural Affairs Department/ Department of Planning
AIR QUALITY Phase I	
1. Prior to issuance of a grading permit, the project proponent shall demonstrate to the City of Los Angeles the actions that will be taken to comply with SCAQMD Rule 402, which requires that there be no dust impacts off-site sufficient to cause a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction. Specific measures will include moistening soil prior to grading, daily watering of exposed surfaces or treating with soil conditioner to stabilize the soil; washing truck tires and covering loads of dirt transported off-site; cessation of grading during periods of high winds over 25 miles per hour, and paving, coating or seeding graded areas at the earliest possible time after soil disturbance.	South Coast Air Quality Management District (SCAQMD)/City of Los Angeles Department of Building and Safety
2. All construction equipment will be maintained in peak operating condition so as to reduce operational emissions.	SCAQMD/City of Los Angeles Department of Building and Safety
3. Equipment will use low-sulfur diesel fuel.	SCAQMD/City of Los Angeles Department of Building and Safety
4. Electric equipment will be used to the maximum extent feasible.	SCAQMD/City of Los Angeles Department of Building and Safety
5. Trucks will limit idling.	SCAQMD/City of Los Angeles Department of Building and Safety
6. To the maximum extent feasible, construction activities that affect traffic flow will be restricted to off-peak hours, i.e. between 7:00 P.M. and 6:00 A.M. and between 10:00 A.M. and 3:00 P.M.	SCAQMD/City of Los Angeles Department of Building and Safety
7. Contractors will be required to provide assistance to long term construction workers in finding carpools or alternate transportation.	SCAQMD/City of Los Angeles Department of Building and Safety
8. Haul truck routes and staging areas shall avoid residential streets, and to the extent feasible, streets adjacent to schools.	State of California Occupational Safety and Health Administration (Cal OSHA)
9. Construction workers will be advised of protective apparatus to wear when there is a potential for exposure to odors or from asbestos or other toxics during demolition.	SCAQMD
10. Soil remediation programs shall be designed to minimize the release of contaminants.	SCAQMD
11. Project design will include pre-coated or uncoated materials for exterior surfaces to the extent feasible.	SCAQMD
12. Project design will include low-emitting interior coatings to the maximum extent feasible.	SCAQMD

APPENDIX G (Continued)
ENVIRONMENTAL IMPACT MITIGATION MEASURES

Impact Area Mitigation Measure	Monitoring/Enforcing Agency
Phase I and Phase II	
13. Project design will incorporate energy-saving features throughout the project, including low-emission water heaters, central water heating systems, and built-in energy efficient appliances.	City of Los Angeles Department of Building and Safety
14. Parking and pedestrian areas will be planted with trees to insure shading and prevent heat buildup.	City of Los Angeles Department of Building and Safety
METEOROLOGY (WIND)	
Phase I and Phase II	
1. Should significant impacts occur to outdoor dining, seating, or similar stationary uses, the project shall incorporate wind screening measures such as shrubs, screens, and lattices. Wind screening should be designed to be most effective in reducing local wind speeds generated from southwest winds, the prevailing winds.	City of Los Angeles Department of Building and Safety
Phase II	
2. Where feasible, closely spaced (100 feet or less), similar sized high-rise development shall be configured in order to mitigate any significant impacts from wind speeds exceeding 11 mph.	City of Los Angeles Department of Building and Safety
3. If mitigation measure #2 (Meteorology) cannot be incorporated into the future project design and a closely spaced northeast/southwest orientation of similar sized buildings is incorporated into Phase II, then wind speeds exceeding 11 mph should be reduced through screening, including, but not limited to, the closely packed grouping of uniformly sized trees with dense foliage.	City of Los Angeles Department of Planning/Department of Building and Safety
NOISE	
Phase I and Phase II	
All construction activities shall be conducted in a manner to minimize noise. Although construction impacts are not expected to be significant, the following measures shall be implemented, where feasible:	
1. Haul truck routes and staging areas shall avoid residential streets, and to the extent feasible, streets adjacent to local schools.	City of Los Angeles Department of Building and Safety
2. Construction contracts shall require project contractors to use power construction equipment with noise shielding and muffling devices to the maximum extent feasible.	City of Los Angeles Department of Building and Safety
3. Noise barriers such as temporary wooden barrier walls, mufflers surrounding the construction site, and noise entrenching devices shall be employed to the fullest extent possible to reduce the intrusive construction noise.	City of Los Angeles Department of Building and Safety
4. Recreational space with residential uses shall be designed to meet City exterior standards. Adequate structural attenuation shall be incorporated into residences to meet Title 24 noise insulation standards.	City of Los Angeles Department of Building and Safety
GEOLOGIC HAZARDS	
Phase I and Phase II	
1. Each project or structure developed shall conform to the criteria set forth in the 1990 Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California.	City of Los Angeles Department of Building and Safety
2. A project-specific geotechnical investigation shall be performed for each building site to evaluate the liquefaction, seismic settlement, and differential settlement of the artificial fill and natural soils underlying the specific building location. The study shall be prepared to the satisfaction of the Department of Building and Safety for the particular building site prior to issuance of a building permit.	City of Los Angeles Department of Building and Safety

APPENDIX G (Continued)
ENVIRONMENTAL IMPACT MITIGATION MEASURES

Impact Area Mitigation Measure	Monitoring/Enforcing Agency
GRADING Phase I and Phase II	
1. Where there is sufficient space for sloped excavations, temporary cut slopes less than 30 feet in height shall be made at a 1.5:1 or 2:1 (horizontal to vertical) gradient for each project or structure within Phase I of the proposed project. However, the stability of the graded slopes shall be addressed when grading plans are completed for each project or structure. Vertical cuts deeper than four feet in height shall be avoided.	City of Los Angeles Department of Building and Safety
2. Where sufficient space for sloped excavations is not available, shoring shall be used for each project or structure within Phase I of the proposed project. The shoring system may consist of soldier piles and lagging. Recommendations for the proper design of the shoring system shall be provided by a licensed geotechnical engineer.	City of Los Angeles Department of Building and Safety
3. A soils and foundation study shall be performed for each building location to evaluate the stability of temporary or permanent grading excavations. The study shall be prepared to the satisfaction of the Dept. of Building and Safety as part of the project approval process and prior to issuance of a building permit for the particular location.	City of Los Angeles Department of Building and Safety
4. During construction, all grading shall be carefully observed, mapped, and tested by the project geotechnical engineer. All grading shall be performed under the supervision of a licensed geotechnical engineer and/or soils engineer, in accordance with applicable provisions of the Municipal Code, to the reasonable satisfaction of the City Engineer and the Department of Building of Safety.	City of Los Angeles Department of Building and Safety/Bureau of Engineering
5. The project shall be constructed in compliance with all applicable requirements of the California Construction and General Industry Safety Orders, the Occupational Safety and Health Act of 1970, and the Construction Safety Act.	Cal OSHA/City of Los Angeles Department of Building and Safety
6. The soils and foundation study for each building location shall delineate areas containing deep fill soils. Construction of structures in these areas shall include appropriate design and construction mitigation measures, in accordance with the requirements of the Department of Building and Safety.	City of Los Angeles Department of Building and Safety
7. If the depth of fill material within the building area is too excessive to make its removal and recompaction feasible, the proposed structures may be supported on pile foundations. The piles shall penetrate the existing fill soils to develop adequate load capacity.	City of Los Angeles Department of Building and Safety
8. Where the planned depth of excavation does not extend below the existing fill soils, the existing fill soils shall be removed and recompacted in accordance with the requirements of the Department of Building and Safety.	City of Los Angeles Department of Building and Safety/Bureau of Engineering
9. Excavations extending below the water table may require temporary dewatering during construction, as well as a permanent dewatering system. The permanent dewatering system, if required, may consist of the waterproofing of basement walls and a subdrain system beneath the subterranean floor slab.	City of Los Angeles Department of Building and Safety/Bureau of Engineering
10. In lieu of installing a permanent subdrain system, the portion of building walls and floor slabs extending below the groundwater table shall be waterproofed and designed to resist the hydrostatic pressures in addition to resisting the pressures imposed by the retained earth.	City of Los Angeles Department of Building and Safety/Bureau of Engineering
11. The hydrostatic design or subdrain system shall be subject to the review and approval by the Department of Building and Safety.	City of Los Angeles Department of Building and Safety
12. Large structures located directly above the Metro tunnel shall be supported on drilled piles extending below the tunnel. The building floor slabs shall also be structurally supported in compliance with City code requirements and in cooperation with LACMTA.	City of Los Angeles Department of Building and Safety/Bureau of Engineering/LACMTA

APPENDIX G (Continued)

ENVIRONMENTAL IMPACT MITIGATION MEASURES

Impact Area Mitigation Measure	Monitoring/Enforcing Agency
<p>13. During excavation and construction, contaminated soil and groundwater may require on-site remediation and/or removal and disposal. Any necessary treatment or disposal of contaminated soil and groundwater will be conducted in accordance with applicable regulatory requirements. Appropriate permits will be obtained to conduct necessary treatment and disposal, including a National Pollutant Discharge Elimination System (NPDES) permit from the Los Angeles Regional Water Quality Control Board for the disposal of remediated groundwater in the local storm drain system. Disposal of contaminated soil will take place at facilities specifically authorized to accept such materials.</p>	City of Los Angeles Department of Building and Safety
<p>SURFACE WATER RUNOFF/HYDROLOGY Phase I and Phase II</p>	
<p>1. To reduce erosion, protective measures (e.g., placement of sandbags around basins, construction of a berm to keep runoff from flowing into the construction site, or keeping motor vehicles at a safe distance from the edge of excavation) shall be implemented during construction.</p>	City of Los Angeles Department of Building and Safety
<p>2. Stormwater discharges from the site shall meet, at a minimum, all applicable requirements of the State Regional Water Quality Control Board and NPDES permit requirements, and shall comply with implementation of these requirements through responsible City and County of Los Angeles agencies.</p>	City of Los Angeles Department of Building and Safety/Bureau of Engineering
<p>3. A Storm Water Pollution Prevention Program (SWPPP) shall be prepared and submitted for review and approval by the Bureau of Engineering, Stormwater Management Division, prior to issuance of a building permit. The SWPPP shall identify pollutants and applicable Best Management Practices (BMPs) to manage runoff quality.</p>	City of Los Angeles Bureau of Engineering/Department of Building and Safety
<p>4. A drainage plan shall be developed, subject to the approval of the City Engineer, as part of the Plan Check process and prior to development of any drainage improvements.</p>	City of Los Angeles Bureau of Engineering/Department of Building and Safety
<p>RISK OF UPSET Phase I and Phase II</p>	
<p>1. If contaminated groundwater or soil is encountered during construction, such contaminated groundwater or soil shall be handled in a manner satisfactory to all public agencies with jurisdiction over such matters.</p>	Cal OSHA
<p>2. The project site shall be properly secured to prevent access by the general public, thereby minimizing the possibility of exposure to contaminated groundwater.</p>	City of Los Angeles Department of Building and Safety/Cal OSHA
<p>3. A Remediation Action Plan (RAP) will be developed and implemented for the remediation of the contaminated soil and groundwater at the Terminal Annex.</p>	City of Los Angeles Department of Building and Safety/Cal OSHA
<p>ARTIFICIAL LIGHT Phase I and Phase II</p>	
<p>1. Exterior lighting, including pedestrian lighting, shall be shielded to reduce the amount of direct lighting escaping the site.</p>	City of Los Angeles Department of Building and Safety.
<p>2. Parking structures shall be designed so as to shield exterior areas from vehicle headlights and interior parking structure lighting, to the extent feasible.</p>	City of Los Angeles Department of Building and Safety.
<p>3. Pole-mounted lighting fixtures on pedestrian paths will utilize cut-off technology to reduce glare.</p>	City of Los Angeles Department of Building and Safety.
<p>4. Necessary building floodlighting will be shielded and designed to eliminate spillover glare.</p>	City of Los Angeles Department of Building and Safety.

APPENDIX G (Continued)
ENVIRONMENTAL IMPACT MITIGATION MEASURES

Impact Area Mitigation Measure	Monitoring/Enforcing Agency
5. Exterior building surfaces, particularly those facing heavily traveled roadways, shall utilize low-reflectivity materials.	City of Los Angeles Department of Building and Safety/ Department of Planning.
NATURAL LIGHT (SHADE/SHADOW) Phase II	
1. Phase II impacts will be conclusively determined during the design phase of Phase II, when design and placement of buildings will be finalized. At that time, additional review of specific on-site development shall be conducted to determine any design features or modifications which may reduce impacts to surrounding buildings, on-site residential and hotel developments, as well as open spaces and plaza areas.	City of Los Angeles Department of Building and Safety
FIRE PROTECTION Phase I and Phase II	
1. All portions of every commercial or industrial building must be within 300 feet of an approved fire hydrant. The maximum distance between fire hydrants on roads and fire lanes is 300 feet.	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
2. An approved fire lane shall be provided by the applicant if any portion of a first-story exterior wall of any building or structure is more than 150 feet from the edge of the roadway of an improved street.	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
3. Fire lane width shall not be less than 20 feet; and, where a fire lane must accommodate the operation of a Fire Department aerial ladder apparatus, or where fire hydrants are installed, those portions shall not be less than 28 feet in width.	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
4. At least two different ingress/egress roads shall be required in each major development area to accommodate major fire apparatus and provide for an evacuation during emergency situations.	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
5. Fire Department access will remain clear and unobstructed during periods of demolition.	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
6. The proposed project shall conform to the standard street dimensions shown on Department of Public Works Standard Plan D-22549.	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
7. Fire lanes, where required, and dead end streets shall terminate in a cul-de-sac or other approved turning area.	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
8. When required access is provided by an improved street, fire lane, or combination of both which results in a dead-end excess of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished.	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
9. All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
10. Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.	City of Los Angeles Fire Department/City of Los Angeles Department of Planning
11. The design, location, operation, and maintenance of any security gates shall be to the satisfaction of the Fire Department.	City of Los Angeles Fire Department/City of Los Angeles Department of Planning

APPENDIX G (Continued)
ENVIRONMENTAL IMPACT MITIGATION MEASURES

Impact Area Mitigation Measure	Monitoring/Enforcing Agency
Phase II 12. Prior to the demolition of City Fire Station No. 4, the Terminal Annex property owner shall provide a replacement Task Force Station to be built to service the project area. The location of the replacement station shall be near the intersection of two major streets. A minimum lot of 200 feet by 200 feet is required to build a Task Force Fire Station. The site selection shall be agreed upon by the applicant and the Fire Department. The dedication and transfer of ownership to the Los Angeles Fire Department of the final site selection shall be in accordance with all agreements reached with the applicant and approved by the Chief Engineer and General Manager of the Los Angeles Fire Department. In addition, the time frames for design, planning, and construction of the replacement Task Force Fire Station shall also be subject to the approval of the Chief Engineer and General Manager.	City of Los Angeles Fire Department/Planning Department
POLICE PROTECTION	
Phase I	
1. To the extent feasible, the project design should consider pre-wiring opportunities for advanced state-of-the-art security measures. Such considerations might include future installation of "help" or "911" buttons in strategic locations around the project (i.e., near bank teller machines, in entry areas where individuals may be momentarily stalled waiting for elevators or punching in entry codes).	City of Los Angeles Department of Planning/Los Angeles Police Department
2. Parking structures should be designed with people and auto security in mind. To the extent feasible, parking areas should be built as a "closed" system with fencing or screening covering window areas, and doors leading to parking areas limited to access via a keycard or electronic code system as a means to prevent unauthorized individuals from gaining access to autos.	City of Los Angeles Department of Planning/Los Angeles Police Department
3. Upon completion of the project, the applicant shall provide the Central Area Commanding Officer with a diagram of the project. The diagram shall include access routes, unit and building numbers, and any information that might facilitate timely police response.	City of Los Angeles Department of Planning/Los Angeles Police Department
4. Prior to plan finalization, the applicant shall coordinate with and provide to the Police Department's Crime Prevention Unit, project plans for review regarding crime prevention features that may be appropriate to the design of the project.	Los Angeles Police Department
5. Where other agencies located on the site provide additional security officers, security officers from the following agencies shall be located on the ADP sites: MTA Police Department; U.S. Postal Police; Sheriffs Department; and AMTRAK security. The presence of these officers, in combination with the police sub-station and equipment, shall offset the need for additional police officers to be provided by the project.	City of Los Angeles Department of Planning/Los Angeles Police Department
Phase I and Phase II	
6. All public parking facilities will be well-illuminated when open and a closed-circuit television system or private security patrol or other surveillance techniques will be used to monitor the areas.	City of Los Angeles Department of Planning/Los Angeles Police Department
7. All pedestrian walkways and courtyards will be well-illuminated and landscaping will be controlled to ensure clear visibility of movement and activity.	City of Los Angeles Department of Planning/Los Angeles Police Department
8. All building entrances, elevators, and lobby areas, as well as entrances to transit points, will be well-illuminated and designed with minimum dead space to eliminate areas of potential concealment.	City of Los Angeles Department of Planning/Los Angeles Police Department
9. Public restrooms should be located such that security or lobby personnel can have visual access to the doorways. Public restrooms should not be located in isolated areas.	City of Los Angeles Department of Planning/Los Angeles Police Department

APPENDIX G (Continued)
ENVIRONMENTAL IMPACT MITIGATION MEASURES

Impact Area Mitigation Measure	Monitoring/Enforcing Agency
10. Office-level restrooms should be installed with limited access doorways which require a key or electronic code for access by authorized employees.	City of Los Angeles Department of Planning/Los Angeles Police Department
11. All doors leading into residential units and hotel rooms shall be made of solid-core construction and contain dead bolt locks and "peepviewers."	City of Los Angeles Department of Planning/Los Angeles Police Department
12. No breakable glass shall be present within 40 inches of any hotel room or residential entry door.	City of Los Angeles Department of Planning/Los Angeles Police Department
13. Primary security measures shall include appropriate access control, surveillance, and lighting.	City of Los Angeles Department of Planning/Los Angeles Police Department
14. Entryways shall be designed with minimal dead space to eliminate areas of concealment.	City of Los Angeles Department of Planning/Los Angeles Police Department
15. Ornamental shrubbery shall be designed to allow surveillance of, and not afford cover for, individuals tampering with doors and windows.	City of Los Angeles Department of Planning/Los Angeles Police Department
SCHOOLS	
Phase I and Phase II	
1. The applicant shall pay school fees for commercial uses, as may be required by State law, at the time of issuance of a building permit. The current school fee is \$0.28 per square foot for non-residential space. If built today and applied to the net gross floor area, development of Phase I would be required to pay a fee of \$862,568, and Phase II would be required to pay a fee of \$2,842,532, to the LAUSD.	City of Los Angeles Department of Building and Safety/Los Angeles Unified School District
2. The applicant shall pay school fees for residential uses, as may be required by State law, at the time of issuance of a building permit. The current school fee is \$1.72 per square foot for residential space. If built today, the residential development component of the Phase II would be required to pay a fee of \$516,000 to the LAUSD.	City of Los Angeles Department of Building and Safety/Los Angeles Unified School District.
PARKS AND RECREATION	
Phase I and Phase II	
1. The project design shall incorporate the following recommended specific plan guidelines of the ADP: 1) Continue the style and intent of the historic courtyard spaces. 2) Connect open spaces into one continuous system. 3) Provide open spaces with diverse size, style, and character	City of Los Angeles Department of Planning/Department of Parks and Recreation
2. In accordance with the requirements of the City of Los Angeles (Ordinance No. 141,422, amending Chapter 1, Article 7 of the Los Angeles Municipal Code), the project shall either pay the in-lieu fee to the city or develop park or recreation land on the project site using equivalent funding or greater. The proportion of total land on the site to be set aside for park and recreation land is based on the residential density as set forth in Section 17.12 Part B of the Municipal Code.	City of Los Angeles Department of Planning/Department of Parks and Recreation

APPENDIX G (Continued)
ENVIRONMENTAL IMPACT MITIGATION MEASURES

Impact Area Mitigation Measure	Monitoring/Enforcing Agency
WATER	
Phase I and Phase II	
1. Automatic sprinkler systems shall be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Landscaping shall be watered less often during cooler months and the rainfall season.	City of Los Angeles Department of Building and Safety/ Department of Water and Power
2. Wherever possible, the use of reclaimed water shall be investigated as a source to irrigate large landscaped areas such as pedestrian plazas, landscaped walkways, and other open spaces.	City of Los Angeles Department of Building and Safety/ Department of Water and Power
3. Selection of drought-tolerant, low water consuming plant varieties shall be used to reduce irrigation water consumption in new landscaped areas such as pedestrian plazas, walkways, and other open spaces.	City of Los Angeles Department of Building and Safety/ Department of Water and Power
4. Recirculating hot water systems shall be used where feasible in long piping systems (where water must be run for considerable periods before hot water is received at the outlet).	City of Los Angeles Department of Building and Safety/ Department of Water and Power
5. Lower volume water faucets and water saving showerheads shall be installed in new construction and when remodeling as well as low flush toilets in all restrooms.	City of Los Angeles Department of Building and Safety/ Department of Water and Power
6. Plumbing fixtures shall be selected which reduce potential water loss from leakage due to excessive wear of washers.	City of Los Angeles Department of Building and Safety/ Department of Water and Power
SOLID WASTE AND DISPOSAL	
Phase I and Phase II	
1. Although short-term construction impacts to solid waste and disposal services are considered less than significant, the following mitigation measure shall be implemented to further reduce adverse impacts: The project sponsor shall demonstrate that all construction and demolition debris, to the maximum extent feasible, will be recycled in a practical, available, and accessible manner during the construction phase. Documentation of this recycling program will be provided to the City of Los Angeles, Department of Public Works.	City of Los Angeles Department of Building and Safety/ Department of Public Works
2. In accordance with AB 939, the City's Source Reduction and Recycling Element (SRRE) and the City's Solid Waste Management Policy Plan (CiSWMPP), the project sponsor shall prepare and submit a Source Reduction and Recycling Plan (SRRP) to the Planning Department prior to the approval of individual building permits, both documenting and outlining the incorporation of an on-site recycling/conservation program through a series of mandatory measures including, but not limited to, the following items: <ul style="list-style-type: none"> ■ Instituting a tenant/employee participation recycling program, whereby tenants/employees are given individual containers/bins to separate newsprint, white, and/or colored paper for regular custodian collection and deposit into larger separation containers to be removed by appropriate recyclers or haulers providing such services. ■ Instituting a tenant/employee education program which would, through a series of brief educational sessions, outline various methods whereby employees can further contribute to methods of recycling/conservation in the office and home (e.g., contracting with firms for purchase of recycled paper, use of two-sided reports, replacement of Styrofoam cups with coffee mugs, etc.). 	City of Los Angeles Department of Planning/Department of Building and Safety
3. The project shall incorporate the use of recycled materials in building materials, furnishings, operations, and building maintenance, to the extent feasible and allowed by local codes. The SRRP shall describe the use of these materials in the project.	City of Los Angeles Department of Planning/Department of Building and Safety

APPENDIX G (Continued)
ENVIRONMENTAL IMPACT MITIGATION MEASURES

Impact Area Mitigation Measure	Monitoring/Enforcing Agency
4. A statement shall be included in the SRRP that instructs occupants about source reduction, recycling, and procurement of recycled materials. This statement shall be incorporated into the future ownership agreement, property management agreements, and tenant agreements.	City of Los Angeles Department of Planning/Department of Building and Safety
5. A statement shall be included in the SRRP that specifies which of the following entities will provide collection of trash and source separated materials - the City of Los Angeles; project sponsor or property management service; independent recycling contractor; or private solid waste collector who provides recycling services.	City of Los Angeles Department of Building and Safety/ Department of Public Works
6. The project owner, within its property management agreements, shall conduct an annual waste audit review and measure the effectiveness of the tenant education program and recycling collection activities. To the greatest extent possible, the audit shall include: <ul style="list-style-type: none"> ■ Review of purchasing patterns to eliminate materials not compatible with the established waste diversion program. ■ Review of operating procedures which generate either large amounts of waste or non-recyclable materials. ■ Review of company uses and activities. ■ Evaluation and expansion of recyclable materials to be included in a recycling program. ■ Review of employee awareness of recycling program goals, procedures, and accomplishments. Evaluation and implementation of training for all project occupants. 	City of Los Angeles Department of Building and Safety/ Department of Public Works

ALAMEDA DISTRICT SPECIFIC PLAN

Ordinance No. 171,139
Effective June 18, 1996

ADMINISTRATIVE RESPONSIBILITIES

Applicant / Owner

The applicant shall file a Project Plan Compliance application and pay a minimum fee of \$800 at any public counter of the City Planning Department. The application shall be on forms provided by the City, accompanied by a site plan drawn to scale, and other information prescribed by the Director. The property owner shall verify the application and submit a title report indicating the record owner at the time of submission of the application and that the applicant is either the property owner or the agent of the property owner. (6B)

The owner of the property shall record the Project Plan Compliance as a covenant and agreement prior to the issuance of any permits by the Department of Building and Safety. (6A3)

The applicant shall preserve and rehabilitate the significant historic elements of the Terminal Annex and Union Station buildings, as specified in Section 8C.

The applicant shall provide open space in compliance with the guidelines set forth in Appendix A. (8D1)

The applicant shall provide transportation improvement design plans, satisfactory to the General Manager of the Department of Transportation, and shall construct or guarantee the assigned improvement. (11C2)

All owners within the Specific Plan area shall have the responsibility to organize, operate and implement a Transportation Management Organization (TMO) in order to meet the trip caps and parking cap requirements. Owners of property within the Specific Plan area shall submit an annual Transportation Demand Management (TDM) report to the TMO, which shall submit one consolidated annual report to the Director of Planning. (11D)

The applicant may file an administrative request for a transfer of unused permitted floor area between lots within the Specific Plan (12A). The application shall include a Transfer Plan, for approval by the Director of Planning. The owner shall record a covenant and agreement for both Donor and Receiver Sites, and furnish a copy to the Director of Planning and General Manager of the Department of Transportation (12A,B).

The applicant may request an interpretation of the applicability of any provision of the Plan from the Director of Planning. (14)

The applicant may appeal:

- Calculation of trips and credits for existing uses by the Department of Transportation to the City Planning Commission (11A);
- Enforcement of the Phase I trip cap by City Planning Commission to the City Council (11B);
- Transfers of floor area by the Director of Planning to the City Planning Commission (12A);

- Interpretation by the Director of Planning to the City Planning Commission (14).

Department of City Planning

Prior to issuing permits, the Director of Planning shall issue a Project Plan Compliance pursuant to Section 6 (5A1). The Director of Planning shall process the application as follows:

- Refer Project Plan Compliance application to the General Managers of the Department of Transportation and the Department of Building and Safety (6B3);
- Include written findings that the project complies with provisions of Specific Plan, and that applicable mitigation measures in Appendix G have been imposed (6A2);
- Impose mitigation measures in Appendices F and G, as specified in Section 6B3;

Director of Planning and General Manager of the Department of Transportation (DOT) shall provide written verification to the City Planning Commission that all Phase I requirements have been met, and that the Trip and parking space caps have not been exceeded (or provide verification that alternative measures have been implemented or assured). (5A3)

The Director of Planning and the General Manager of DOT shall provide an annual report to the Planning Commission in June of each year to include the information specified in Section 6C.

The Director of Planning and the General Manager of DOT may modify or substitute traffic improvements listed in Appendices C or D as specified in Section 11C3.

The Director, in consultation with the General Manager of DOT, shall determine if reasonable progress toward the Trip caps has not been made. (11D)

The Director of Planning shall approve or disapprove a transfer of unused permitted floor area between lots within the Specific Plan. The Director shall establish and maintain a record of all Transfers pursuant to this Specific Plan. The records shall be included as part of the ADP annual report to the City Planning Commission. (12A)

Zoning Administrator

The Zoning Administrator, through the administrative plan approval process, shall review establishments with on-site alcohol consumption and public dancing/live entertainment for compliance with Table 2 and may modify these requirements for individual establishments (9B). The Zoning Administrator may revoke the use in accordance with LAMC 12.24J (9C).

City Planning Commission

The City Planning Commission shall have the authority to approve the commencement of Phase II. (5A3)

The Planning Commission, after notice and hearing, may revise the Urban Design Guidelines specified in Appendix A. (8B)

The Planning Commission, after notice and hearing, may revise the Trip Generation Table based upon the recommendations of the Director and the General Manager. (11A)

The Planning Commission, after notice and hearing, shall have the authority to increase the Phase I Trip cap by up to 10%, after recommendation by the general manager and the Director. (11B)

The Planning Commission, after notice and hearing, may revise the parking and trip ratios at milestones specified in Section 11D4.

The City Planning Commission will act on appeals of the following:

- Calculation of trips and credits for existing uses by the Department of Transportation (11A);
- Transfers of floor area by the Director of Planning (12A);
- Interpretation by the Director of Planning (14).

Department of Transportation

The General Manager of the Department of Transportation (DOT) and the Director of Planning shall provide written verification to the City Planning Commission that all Phase I requirements have been met, and that the Trip and parking space caps have not been exceeded. In lieu of this verification, the Director and the General Manager may provide verification that alternative measures have been implemented or assured. (5A3)

Phase I traffic improvements, as specified in Appendix C (or appropriate alternative measures, pursuant to Section 11C), shall be constructed or suitably guaranteed to the satisfaction of the General Manager. (5B4)

The General Manager of the Department of Transportation (DOT) shall make determinations for a Project Plan Compliance required pursuant to Section 11 A, C and D and provide a written determination on the Project to the Director of Planning. (6B3)

The General Manager of DOT and the Director of Planning shall provide an annual report to the Planning Commission in June of each year to include the information specified in Section 6C.

The General Manager of DOT shall calculate the number of trips for a project based on the trip generation table in Appendix B. Credit may be allowed for existing uses, and the calculation may be appealed to the City Planning Commission. (11A)

Prior to issuance of Project Plan Compliance, the General Manager shall assign traffic improvements, or the pro rata or fair share of improvements from the list of traffic improvements per Appendix C (Phase I) or Appendix D(Phase II). (11C)

If the Director of Planning, in consultation with the General Manager of DOT, determines that reasonable progress toward the Trip caps has not been made, the General Manager shall require the TMO to submit a TDM Plan for review and approval by the General Manager. (11D)

Department of Building and Safety

The Department of Building and Safety shall review a Project Plan Compliance application and determine in writing to the Director of Planning if the project is in compliance with all other City zoning regulations. (6B3)

City Council

The City Council will act on an appeal on the Phase I trip cap established by City Planning Commission (11B);

State Department of Alcoholic Beverage Control (ABC)

Approval of the sale or service of alcohol shall be subject to existing regulations administered by the State Department of Alcoholic Beverage Control (ABC). (9)

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Original Community Plan Staff

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